

FINAL

Environmental Assessment
for
Construction of 290th JCSS Vehicle Maintenance Facility and
Addition to Mobility Storage Facility
MacDill AFB, Florida



Headquarters Air Mobility Command

Scott AFB, Illinois

July 2006

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**FINDING OF NO SIGNIFICANT IMPACT
AND
FINDING OF NO PRACTICABLE ALTERNATIVE
CONSTRUCTION OF 290th JCSS VEHICLE MAINTENANCE FACILITY AND
ADDITION TO MOBILITY STORAGE FACILITY
MACDILL AIR FORCE BASE, FLORIDA**

Agency: United States Air Force (USAF), Headquarters Air Mobility Command

Background: Pursuant to the President's Council on Environmental Quality (CEQ) regulations, Title 40 Code of Federal Regulations (CFR) Parts 1500-1508, as they implement the requirements of the National Environment Policy Act (NEPA) of 1969, 42 U.S.C. § 4321, et seq., and the Air Force Environmental Impact Analysis Process, as promulgated in 32 CFR Part 989, the U.S. Air Force conducted an assessment of the potential environmental consequences associated with implementation of the following Proposed Action: to construct a Vehicle Maintenance Facility (VMF) and an addition to the existing Mobility Storage Facility at the 290th Joint Communications Support Squadron (JCSS) compound. The environmental assessment considered all potential impacts of the Proposed Action and alternatives, both as solitary actions and in conjunction with other proposed activities. The Finding of No Significant Impact (FONSI) summarizes the results of the evaluation of the Proposed Action and alternatives. The discussion focuses on activities that have the potential to change both the natural and human environments. The Finding of No Practicable Alternative (FONPA) summarizes the options considered and why the proposed Vehicle Maintenance Facility and Mobility Storage Facility were designed and sited as proposed.

Proposed Action: Construct an approximately 5,560 square feet VMF consisting of administrative offices, a shop area, two vehicle repair and lubrication bays, a classroom, and storage areas. The facility would contain a concrete floor, concrete block walls with a durable exterior finish to match the existing architectural schemes, and a standing seam metal roof. Concurrent installation of the Heating, Ventilation, and Air Conditioning (HVAC) system, lighting, and interior layout improvements to support the work environment would be completed. Asphalt pavement, concrete curbs, and an eight-foot chain link fence with an entrance gate would be installed around the facility. Construct an approximately 2,800 square feet addition to the existing Mobility Storage Facility (MSF). The concrete block and metal roof addition would be constructed on the west side of the existing MSF and would match the current architectural scheme. The new addition would have heating and ventilation systems but no air conditioning. The VMF and MSF would be constructed with a finish floor elevation of 11.5 feet above mean sea level so that the facilities are above the 100-year flood elevation.

Alternatives: Two alternatives to the Proposed Action were evaluated during the environmental impact analysis process. The first alternative evaluated was the Use of Other Facilities Alternative, which included using vacant on-base facilities, or the leasing of an off-base facility to accommodate the additional space needed to augment 290th JCSS operations. The No Action Alternative was also evaluated and would result in no construction or demolition activities. The environmental assessment process identified the Proposed Action as the preferred course of action since it would best suit the needs of both military personnel and MacDill AFB and would

not result in significant environmental impacts. The environmental consequences associated with implementation of the Proposed Action are summarized in the following sections:

Air Quality: Fugitive dust and construction vehicle exhaust will be generated during construction and demolition activities; however, these emissions will not constitute a major source of air pollutants. The estimated values for carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur oxides (SO_x), and particulate matter (PM₁₀) were determined to be less than USEPA *de minimis* values and less than 10% of the Hillsborough County emissions inventory and will not be a regionally significant source of air emissions; therefore, an air conformity analysis is not necessary.

Noise: Noise levels will increase temporarily during construction; however, the increased noise levels would not be continuous and will occur mostly during daylight hours.

Wastes, Hazardous Materials and Stored Fuels: The Proposed Action will not result in significant impacts from hazardous materials or wastes. There will be no impacts to stored fuels with implementation of the Proposed Action.

Water Resources: There will be no significant impacts to surface or ground water quality during construction of the VMF and addition to the MSF.

Floodplains: Currently, 80 percent of MacDill AFB is located within the coastal floodplain. The 20 percent of the installation that is not located within the floodplain is primarily used for airfield operations and support and is not suitable for development. Construction of the VMF and addition to the MSF would take place within the 100-year coastal floodplain. The Proposed Action would result in a slight increase in impervious surfaces; however, construction of appropriately sized stormwater retention areas would mitigate this minor impact to floodplain values. Both of the facilities would be constructed above the 100-year flood elevation to protect human safety and health and reduce the risk of flood loss.

Transportation Systems: An increase in traffic in the southeastern portion of the base would result during implementation of the Proposed Action, due to the increase in construction-related activities. These impacts are considered to be minor and short-term.

No long-term impacts to transportation would result from the Proposed Action, as number of 290th JCSS personnel remains unchanged.

Safety and Occupational Health: Construction of the VMF and addition to the MSF would not pose safety hazards beyond those typically experienced with a construction project.

Socioeconomic Resources: Implementation of the Proposed Action will have a significant short-term economic benefit for the Tampa community.

Biological Resources: Adverse impacts on wetlands (including wetland communities of Tampa Bay), wildlife, aquatic life, or protected species would not occur during the construction or the demolition operations of the Proposed Action. Consultation with the United States Fish and Wildlife Service indicates that there will be no adverse impacts on threatened or endangered

species during construction of the VMF and addition to the MSF. Jurisdictional wetlands will not be filled, altered or impacted by construction associated with the project.

Land Use: The Proposed Action would involve construction on land currently designated for industrial use. Implementation of the Proposed Action would not affect land use designation, and no impacts to land use would result.

Airspace/Airfield Operations: The Proposed Action would not impact airspace/airfield operations.

Cultural Resources: There will be no impact to cultural resources with construction of the VMF or addition to the MSF.

Environmental Justice: No disproportionately high or adverse effects on minority or low-income populations will occur as a result of the Proposed Action.

Environmental Management (including Geology and Soils): During construction activities, soil erosion in disturbed areas will be controlled by implementation of a sediment and erosion control plan as well as best management practices.

Indirect and Cumulative Impacts: There are no site-specific direct, indirect, or cumulative impacts associated with the Proposed Action, or from the long-term operation of the new facilities. The construction activities of the Proposed Action were considered in conjunction with other on-going or planned construction projects, and found that together they do not constitute a significant cumulative impact.

Unavoidable Adverse Impacts: There are no unavoidable significant impacts associated with the construction activities, or from the long-term operation of the new facilities.

Relationship Between Short-term Uses and Enhancement of Long-term Productivity: Implementation of the Proposed Action would have a positive effect on long-term productivity by providing modern, safe, and energy-efficient facilities for use by 290th JCSS personnel.

Irreversible and Irretrievable Commitment of Resources: The construction and demolition activities of the Proposed Action would irreversibly commit fuels, manpower and costs related to constructing a useable facility for the installation.

Florida Coastal Zone Management: In accordance with the Federal Coastal Zone Management Act (CZMA) and the Florida CZMA, this Federal action must be consistent “to the maximum extent practicable” with the Florida Coastal Management Program (CMP). Appendix A to the EA contains the US Air Force’s Consistency Statement and finds that the conceptual Proposed Action and alternative plans presented in the EA are consistent with Florida’s CMP. In accordance with Florida statutes, the State of Florida has reviewed the attached EA and agrees that the proposed action is consistent with the Florida CMP.

FINDING OF NO SIGNIFICANT IMPACT: Based upon my review of the facts and analyses contained in the attached Environmental Assessment, incorporated by reference, I conclude that

implementation of the Proposed Action will not have a significant environmental impact, either by itself or cumulatively with other projects at MacDill AFB. Accordingly, the requirements of NEPA, the regulations promulgated by the Council on Environmental Quality and the Air Force are fulfilled and an Environmental Impact Statement is not required. The Tampa Tribune published a Notice of Availability on November 10, 2005. No comments were received during the public comment period ending December 10, 2005. The signing of this combined Finding of No Significant Impact and Finding of No Practicable Alternative (FONSI/FONPA) completes the environmental impact analysis process under US Air Force regulations.

FINDING OF NO PRACTICABLE ALTERNATIVE: Pursuant to Executive Order 11988, the authority delegated in Secretary of the Air Force Order (SAFO) 791.1, and taking the above information into account, I find that there is no practicable alternative to locating the VMF and the addition to the MSF at the referenced sites. The alternatives to the Proposed Action were not feasible due to the lack of vacant, available on-base facilities, and the incompatibility of off-base properties with security and mission needs.

The Proposed Action, as designed, includes all practicable measures to minimize harm to the coastal floodplain. The US Air Force has sent all required notices to Federal agencies, single points of contact, the State of Florida, local government representatives, and the local news media.



JAMES S. BRACKETT, Colonel, USAF
Deputy Director, Installations &
Mission Support

13 Mar 07

DATE

Attachment: Environmental Assessment

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TABLE OF CONTENTS

1.0	PURPOSE OF AND NEED FOR PROPOSED ACTION	1
1.1	PURPOSE OF THE PROPOSED ACTION	1
1.2	NEED FOR THE PROPOSED ACTION.....	1
1.3	OBJECTIVES OF THE PROPOSED ACTION	2
1.4	SCOPE OF THE ENVIRONMENTAL REVIEW	2
1.5	ENVIRONMENTAL PERMIT REQUIREMENTS.....	2
2.0	DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES	4
2.1	DETAILED DESCRIPTION OF THE PROPOSED ACTION	4
2.1.1	Background.....	4
2.1.2	Proposed Action.....	4
2.2	DESCRIPTION OF ALTERNATIVE ACTIONS	6
2.2.1	Use of Other Existing Facilities Alternative	6
2.3	DESCRIPTION OF THE NO ACTION ALTERNATIVE	6
2.4	ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY	7
3.0	AFFECTED ENVIRONMENT	8
3.1	AIR QUALITY	8
3.2	NOISE.....	9
3.3	WASTES, HAZARDOUS MATERIALS, AND STORED FUEL	9
3.4	WATER RESOURCES	10
3.5	FLOODPLAINS	10
3.6	TRANSPORTATION SYSTEMS	11
3.7	SAFETY AND OCCUPATIONAL HEALTH	11
3.8	SOCIOECONOMIC RESOURCES	12
3.9	BIOLOGICAL RESOURCES	12
3.10	LAND USE	13
3.11	AIRSPACE AND AIRFIELD OPERATIONS	14
3.12	CULTURAL RESOURCES	14
4.0	ENVIRONMENTAL CONSEQUENCES	15
4.1	PROPOSED ACTION	15
4.1.1	Air Quality	15
4.1.2	Noise	17
4.1.3	Wastes, Hazardous Material, and Stored Fuel	17
4.1.4	Water Resources	20
4.1.5	Floodplains	20
4.1.6	Transportation Systems.....	21
4.1.7	Safety and Occupational Health.....	21
4.1.8	Socioeconomic Resources	22
4.2	USE OF OTHER EXISTING FACILITIES ALTERNATIVE	22
4.3	NO ACTION ALTERNATIVE	22
4.4	OTHER ITEMS WITH NO POTENTIAL IMPACTS.....	22
4.5	CUMULATIVE IMPACTS	23

5.0	CONCLUSIONS.....	24
6.0	PERSONS CONTACTED	25
7.0	LIST OF PREPARERS.....	26
8.0	REFERENCES	27

FIGURES

- Figure 1-1 Project Location and Vicinity Map, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
- Figure 2-1 290th JCSS Vehicle Maintenance Facility Site Plan, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
- Figure 2-2 Addition to Mobility Storage Facility Site Plan, 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
- Figure 3-1 100-Year Floodplain Map, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
- Figure 4-1 Environmental Constraints in Vicinity of Proposed Action, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility MacDill Air Force Base

TABLES (within text)

- Table 4.1.1 Proposed Action Estimated Air Emissions at MacDill AFB

TABLES (in Tables Section at back)

- Table 2.1 Comparison of Environmental Consequences, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
- Table 3.9 Summary of Protected Species Identified at MacDill Air Force Base
- Tables 4A-E Total Estimated Air Emissions for Projects at MacDill AFB – FY2004 to FY2007

APPENDICES

APPENDIX A	AF FORM 813	A-1
APPENDIX B	CONSISTENCY STATEMENT	B-1
APPENDIX C	AGENCY COORDINATION LETTERS	C-1
APPENDIX D	AIR EMISSION CALCULATIONS	D-1
APPENDIX E	SITE SUMMARIES FOR SWMU-03 AND SWMU-67	E-1

1.0 PURPOSE OF AND NEED FOR PROPOSED ACTION

1.1 PURPOSE OF THE PROPOSED ACTION

The Proposed Action would construct a new Vehicle Maintenance Facility (VMF) and an addition to the existing Mobility Storage Facility (MSF) at the 290th Joint Communications Support Squadron (JCSS) compound (Buildings 1885, 1886, and 1887) at MacDill Air Force Base (AFB) (Proposed Action). The purpose of the Proposed Action is to provide 290th JCSS personnel with an efficient, and properly sized facility for vehicle maintenance functions to support the war fighting commanders in chief (CINCs), and a properly sized addition to the existing MSF (Building 1885) to store mobility equipment and supplies.

1.2 NEED FOR THE PROPOSED ACTION

JCSS personnel do not have a proper facility to complete maintenance and repair work on their vehicles. Vehicle maintenance is currently accomplished on the existing asphalt pavement within the 290th JCSS compound (Figure 2-1). Working outdoors in the sun is difficult, inefficient, and lowers troop morale. Construction of a VMF would provide the 290th JCSS with an efficiently organized, environmentally friendly, and properly sized and configured facility for vehicle maintenance functions.

The existing JCSS MSF is not large enough to meet mission needs resulting in storage of equipment and supplies outside in areas that are not covered or protected from the elements. This exposure to the elements leads to the rapid deterioration of equipment and supplies and the need to repair and replace equipment more often than would otherwise be necessary. Construction of an addition to the existing MSF would expand the existing storage capabilities at the JCSS compound, and would create the additional storage space required to meet the needs of the JCSS.

The need for this EA was originally outlined on AF Form 813, a copy of which is included in Appendix A.

1.3 OBJECTIVES OF THE PROPOSED ACTION

The objective of the Proposed Action is to construct an efficient and properly sized facility for vehicle maintenance functions to support the war fighting CINCs; and to construct a properly sized addition to the existing MSF to store mobility equipment and supplies. Construction must occur in close proximity to existing JCSS facilities for operational efficiency and mission effectiveness.

1.4 SCOPE OF THE ENVIRONMENTAL REVIEW

This EA identifies, describes, and evaluates potential environmental impacts associated with construction of a VMF and an addition to the MSF. This environmental analysis has been conducted in accordance with the President's Council on Environmental Quality (CEQ) regulations, Title 40 of the Code of Federal Regulations (CFR) §§1500-1508, as they implement the requirements of the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §4321, et seq., and the US Air Force Environmental Impact Analysis Process, as promulgated in 32 CFR Part 989.

The Federal Coastal Zone Management Act (CZMA) requires Federal agencies carrying out activities subject to the Act to provide a "consistency determination" to the relevant state agency. The US Air Force's Consistency Determination is contained in the Consistency Statement in Appendix B. This EA, including the US Air Force's Consistency Statement, was submitted to the Florida State Clearinghouse for a multi-agency review. The Florida Department of Community Affairs, with input from state and county agencies, determined that the proposed project is consistent with the Florida Coastal Management Program (Appendix C).

1.5 ENVIRONMENTAL PERMIT REQUIREMENTS

The proposed location of the project is within the 100-year floodplain and classified as Zone A, special flood hazard area. Therefore, in accordance with Executive Order (EO) 11988, *Floodplain Management*, the US Air Force must demonstrate that there is no practicable alternative to carrying out the Proposed Action within the floodplain, and construct the facility in accordance with Federal Emergency Management Agency guidelines.

It is anticipated that completion of the Proposed Action would also require modification to the existing JCSS storm water management permit from the Southwest Florida Water Management District (SWFWMD), for the construction of the VMF, the MSF addition, and existing impervious parking areas.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 DETAILED DESCRIPTION OF THE PROPOSED ACTION

2.1.1 Background

Land on the southern tip of the Interbay Peninsula was selected for an army airbase in 1939, and MacDill AFB became an airbase in 1941. The 290th JCSS compound (Buildings 1885, 1886, and 1887) was constructed in 1985. The JCSS compound is located in the southeastern quadrant of the base at the northwestern corner of the intersection of Marina Bay Drive and Golf Course Avenue. The compound currently includes a single-story training complex, an auto maintenance building, staff parking, and a relatively large, open asphalt parking area used for equipment storage.

A dry retention area which receives storm water runoff from the JCSS compound is also located directly west of the facility, adjacent to the existing parking lot. Additionally, a series of ditches along Golf Course Avenue and Marina Bay Drive surrounds the JCSS compound to the south and east.

The existing MSF (Building 1885) is currently undersized and substandard. As the mission of 290th JCSS has expanded over the years, there has been an increased need for space. Attempts have been made to augment the existing space by placing equipment and supplies outside in uncovered areas, leading to the current condition.

2.1.2 Proposed Action

The Proposed Action would construct a new VMF and an addition to the existing MSF. The proposed site selected for the construction of the MSF addition is currently a paved parking lot west of Building 1885. The proposed site for the construction of the VMF is located west of Buildings 1886 and 1887, adjacent to the existing parking lot (Figure 2-1).

The Proposed Action involves two phases; the first phase would construct a VMF of approximately 5,560 square feet in area. The facility would contain a concrete floor, concrete block walls with a durable exterior finish to match the existing architectural scheme, and a standing seam metal roof. Concurrent installation of the Heating, Ventilation, and Air Conditioning (HVAC) system, lighting, and interior layout improvements to support the work environment would be completed. The facility would include administrative offices, a shop area, two vehicle repair and lubrication bays, a classroom, storage areas, restroom facilities, and showers. Asphalt pavement, concrete curbs, and an eight-foot chain-link fence with an entrance gate would be installed around the facility, totaling approximately ½ acre of impervious surface. The new VMF would be constructed with a finished floor elevation of at least 11 ½ feet above Mean Sea Level (MSL), in order to raise it above the 100-year floodplain. Of note, the existing preliminary site plan for the new VMF references a 7 ½ foot elevation (see Figure 2-1). Updated, future site plans will reference a finished floor elevation of 11 ½ feet. Upon completion, the JCSS VMF would be used for routine vehicle maintenance tasks such as oil changes, parts lubrication, minor engine repair, wheel and tire repair, brake system repair, etc. These tasks are similar to the vehicle maintenance activities conducted at many other facilities around the MacDill AFB.

The second phase of the Proposed Action would construct an approximately 2,800 square foot addition to the existing MSF (Figure 2-2). The west wall of Building 1885 would be demolished in order to connect the new addition to the existing building. Demolition will also include removal of portions of the existing asphalt (Figure 2-2). The concrete block and metal roof addition would be constructed on the west side of the existing MSF and would match the current architectural scheme. The finished floor elevation for the concrete foundation would match that of the existing MSF (11 ½ feet above MSL). The site proposed for the addition is an existing asphalt surface; therefore, the addition would not result in an increase in impervious surface. The new addition would have heating and ventilation systems but no air conditioning.

The new construction within the compound would be designed to manage storm water, utilizing the existing storm water retention areas at the complex.

2.2 DESCRIPTION OF ALTERNATIVE ACTIONS

2.2.1 Use of Other Existing Facilities Alternative

The Use of Other Existing Facilities Alternative would include using vacant on-base facilities, or the leasing of an off-base facility to accommodate the additional space needed to augment 290th JCSS operations.

This alternative provides the net increase in floor space needed to accommodate existing space shortcomings. However, implementation of this alternative was not selected because there is no suitable and available space at MacDill to address this need. Implementation of this alternative would result in a proportional loss of functional facility space currently utilized for other base operations. Also, the 290th JCSS currently does not have technical approval from the US Air Force for use of additional real property beyond the existing compound.

The potential for leasing an off-base facility would not be effective due to lack of security off-base, the difficulties and delays of having to commute back and forth from the base, difficult communication between personnel, and storing mobility equipment off-base impedes mobility readiness. Additionally, long-term leasing an off-base facility that is large enough to store numerous vehicles and mobility equipment is not considered to be cost-effective.

2.3 DESCRIPTION OF THE NO ACTION ALTERNATIVE

Under the No Action Alternative, no new 290th JCSS additions or facilities would be constructed. The implementation of this alternative would result in work stoppages and mission degradation due to working in substandard conditions and competition for workspace with Automotive (ASE), Power Production, and HVAC Shops. Additional, unnecessary maintenance and replacement costs would also be incurred, as equipment stored in direct exposure to the elements will require repair and replacement more often than properly stored and maintained equipment.

2.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY

No other alternatives were considered and subsequently eliminated from further study as part of this EA.

The conclusions of the environmental evaluation are summarized in Table 2-1. As shown in the table, no potentially significant adverse impacts were identified for either the Proposed Action or either of the alternatives.

3.0 AFFECTED ENVIRONMENT

This section describes the characteristics of the existing natural and man-made environment that could be affected by the Proposed Action, the Use of Other Existing Facilities Alternative, and the No Action Alternative. This section establishes the basis for assessing impacts of the alternatives on the affected environment provided in Section 4.0.

3.1 AIR QUALITY

The Clean Air Act (CAA), as amended in 1977 and 1990, provides the basis for regulating air pollution to the atmosphere. The United States Environmental Protection Agency (USEPA) set air quality standards for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur oxides (SO_x), measured as sulfur dioxide (SO₂), lead (Pb), and particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀). These standards are the cornerstone of the CAA. Although not directly enforceable, they are the benchmark for the establishment of emission limitations by the states for the pollutants USEPA determines may endanger public health or welfare.

The Environmental Protection Commission of Hillsborough County (EPC) is responsible for issuing and enforcing the CAA Title V Air Operation Permit (Permit No. 0570141-001-AV issued 21 Oct 99) for MacDill AFB. The 1998 air emission inventory at MacDill AFB considers the installation to be a major air emission source based upon potential emissions of 199.3 tons per year of nitrogen oxide and 158.3 tons per year of volatile organic compounds.

The USEPA tracks compliance with the air quality standards through designation of a particular region as “attainment” or “non-attainment.” MacDill AFB is located in Hillsborough County within the West Central Florida Intrastate Air Quality Control Region (AQCR). Hillsborough County currently meets the EPA air quality standards for all criteria pollutants (60 FR 62748, December 7, 1995) and the AQCR is in attainment for all criteria pollutants.

3.2 NOISE

The meaning of noise for this analysis is undesirable sound that interferes with speech communication and hearing, or is otherwise annoying (unwanted sound). In June 1980, the Federal Interagency Committee on Urban Noise published guidelines (FICUN 1980) relating day-night average sound level (DNL) values to compatible land uses. Most Federal agencies have identified 65 decibels (dB) DNL as a criterion that protects those most affected by noise and that can often be achieved on a practical basis. The Air Installation Compatible Use Zone (AICUZ) Study (1998) plotted the day-night average sound level (DNL) from 65 to 80 dB for a typical busy day at MacDill. The DNL contours reflect the aircraft operations at MacDill AFB. The DNL 65 dB contour covers the main runway, and extends about one mile southwest over Tampa Bay, and about 1½ miles northeast over Hillsborough Bay. A second, smaller DNL 65 dB contour is centered near the southeastern end of the inactive runway (taxiway).

The 65 dB contour near the southeastern end of the base is the nearest noise contour to the proposed VMF and MSF addition. The Proposed Action is approximately 600 feet outside the current 65 dB contour.

3.3 WASTES, HAZARDOUS MATERIALS, AND STORED FUEL

Hazardous wastes generated at MacDill AFB include solvents, fuels, lubricants, stripping materials, used oils, waste paint-related materials, and other miscellaneous wastes. The responsibility for managing hazardous waste lies with the generating organization and 6th CES/CEV. Wastes come from approximately 50 locations throughout the base and are managed at satellite accumulation points base-wide.

Approximately 105 operations base-wide use hazardous materials. Hazardous materials on-base include various organic solvents, chlorine, freon, paints, thinners, oils, lubricants, compressed gases, pesticides, herbicides, nitrates, and chromates. A detailed tracking and accounting system is in place to identify potentially hazardous materials and to ensure that base organizations are approved to use specific hazardous materials.

The base receives jet fuel (JP-8) at the Defense Fuel Supply Point (DFSP) by pipeline from Port Tampa. JP-8 storage capacity at DFSP and MacDill AFB is over 7.5 million gallons. Diesel, gasoline and heating oil are stored throughout MacDill in small to medium-sized Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs) ranging in size from 50 to 12,000 gallons. There are no USTs or ASTs in close proximity to the Proposed Action although mobile fuel bowzers are stored in the asphalt parking area.

All generated waste water is treated at the Base's waste water treatment plant. The plant is permitted to treat a volume of 1.2 million gallons per day (MGD). Currently, the plant operates at an average of approximately 0.6 MGD. All treated waste water is currently reused on-base by reclamation, principally through spray application at the golf course located at the southeast quadrant of the base, and at irrigation fields. Former Irrigation Field No. 2 is located directly west of the Proposed Action site beyond the existing parking lot. Irrigation Field No. 4 is located east of the Proposed Action site, across Marina Bay Drive, and an old irrigation field no longer in use is located directly south of the Proposed Action site, across Golf Course Avenue.

3.4 WATER RESOURCES

Surface water flows at the base are primarily from storm water runoff. Most of the base drains toward the southern tip of the Interbay Peninsula; however, the easternmost section of the base drains toward Hillsborough Bay.

The USEPA issued a National Pollutant Discharge Elimination System (NPDES) multi-sector storm water general permit (No. FLR05B679) to MacDill AFB in July 2003. This permit authorizes the discharge of storm water associated with industrial activity. In accordance with 40 CFR 112, the base has developed a Spill Prevention Control and Countermeasures (SPCC) Plan and a Facility Response Plan given the location of the base adjacent to navigable waters and shorelines, as well as the amount of fuel storage capacity existing on site.

3.5 FLOODPLAINS

According to information provided by the FEMA (FEMA Maps dated 1982-1991), 80 percent of the base is within the 100-year floodplain (Figure 3-1). The maps indicate that all the residential,

industrial, and institutional land uses on the base are within the 100-year floodplain, along with most of the commercial and aviation support areas. The majority of the 20 percent of land that is above the floodplain is designated for airfield operations.

The proposed VMF and MSF addition would be located within the 100-year floodplain (Figure 3-1). Executive Order 11988, *Floodplain Management*, requires each agency to evaluate the potential effects of any action it may take in a floodplain. The objective of EO 11988 is to avoid to the extent practicable the long and short-term adverse impacts associated with the occupancy and modification of floodplain development wherever there is a practicable alternative. To comply with EO 11988, the Air Force must consider alternatives to avoid adverse effects and incompatible development in the floodplain, and when no practicable alternative exists, design the action to minimize the potential harm to the floodplain.

3.6 TRANSPORTATION SYSTEMS

MacDill AFB is currently served by four operating gates at Dale Mabry Highway, Bayshore Boulevard, MacDill Avenue, and Tanker Way. The Dale Mabry, MacDill, and Bayshore gates are used for government and personal vehicles (commuter traffic). The newly constructed Tanker Way Gate, located off Interbay Boulevard, is used as the large vehicle (contractor trucks, deliver vehicles, RVs) entry point. Large vehicles are inspected and their credentials and destination are confirmed before entering the base.

The transportation system on base consists of arterials, collectors, and local streets that connect with the off-base network through the three gates. On-base arterial facilities include North and South Boundary Boulevards, Bayshore Boulevard, Marina Bay Drive, and Tampa Point Boulevard. The 1998 traffic study determined that service levels for traffic on base are generally acceptable.

3.7 SAFETY AND OCCUPATIONAL HEALTH

The MacDill AFB Asbestos Management Plan identifies procedures for management and abatement of asbestos. No asbestos surveys have been completed at the existing JCSS compound. However, prior to renovation or demolition activities of any affected areas of

Building 1885, asbestos sampling would be performed and, if present, the asbestos is removed in accordance with applicable Federal and state regulations.

The Base Engineer assumes that all structures constructed prior to 1978 possibly contain lead-based paint (LBP). Prior to demolition, a LBP survey of affected areas of Building 1885 would be completed. To the extent required, LBP abatement would be accomplished in accordance with applicable Federal and State regulations, and base procedures, prior to demolition activities to prevent any health hazards.

3.8 SOCIOECONOMIC RESOURCES

The Economic Impact Region (EIR) for MacDill AFB is the geographic area within a 50-mile radius of the base subject to significant base-related economic impacts. According to the 2002 Economic Resource Impact Statement for MacDill AFB the total economic impact of MacDill AFB on the EIR was over \$5.5 billion with over 133,000 jobs supported. Retiree income provides a total economic impact of \$2.13 billion. The direct impact on local income produced by base expenditures is \$1.2 billion.

3.9 BIOLOGICAL RESOURCES

A detailed description of the biological resources found at MacDill AFB is provided in the *Integrated Natural Resources Management Plan* (INRMP) (USAF, 2006). MacDill's INRMP has been approved by the state and Federal fish and wildlife agencies. Land use on MacDill AFB includes urban, light industrial, residential, or improved vacant land. The few undeveloped areas within the base boundaries have all experienced some degree of disturbance, such as ditching, clearing, or the encroachment of exotic vegetation.

The 1998 Wetland Delineation Study identified, delineated, and classified approximately 1,195 acres of wetlands on MacDill AFB. Mangrove wetlands are the principal scrub/shrub wetland community on the base. The mangrove community at MacDill AFB has been categorized as excellent wildlife habitat and is protected by state and local regulations.

A shallow drainage feature is located approximately 500 feet north of the JCSS compound. This southwest-northeast trending ditch is identified as a palustrine emergent wetland, as water within this ditch is influenced by tides. The ditch extends from the southwest corner of Marina Bay Drive and Southshore Avenue and runs south of Building 1750 along former Irrigation Field No. 2, and connects with an expansive mangrove wetland system approximately ½-mile to the west. Environmental staff went to the site and determined that no wetlands were present in the areas of the Proposed Action.

Wildlife species listed by Federal or state agencies as endangered, threatened, or of special concern and known to occur permanently or periodically, or have the potential to occur on the base are shown in Table 3.9 (back of text). In 2004, the *Endangered Species Survey of MacDill AFB* identified the general locations of protected species at MacDill AFB.

The nearest location of a protected species is a bald eagle's nest west of the Proposed Action site. The outer boundary of the 1,500 feet clear-zone around the nest is located approximately 1,500 feet northwest of the Proposed Action site (USAF, 1996). The nesting site is still considered to be active.

3.10 LAND USE

Land use at MacDill AFB includes airfield, industrial, commercial, institutional (educational & medical), residential, recreational, and vacant land. The proposed VMF and MSF addition sites are currently designated as industrial land.

3.11 AIRSPACE AND AIRFIELD OPERATIONS

The airspace region of influence includes the airspace within a 20-nautical-mile radius of MacDill AFB from the ground surface up to 10,000 feet above MSL. No special use airspace exists within the region. MacDill AFB has a bird-aircraft strike hazard plan. It provides guidance for reducing the incidents of bird strikes in and around areas where flying operations occur.

3.12 CULTURAL RESOURCES

MacDill's prehistoric cultural resources include five archaeological sites located on the base. Two of the sites, Site 8HI3382 (Runway) and portions of site 8HI50 (Gadsden Point) have been determined by the State Historic Preservation Officer (SHPO) to be eligible for listing in the National Register of Historic Places (NRHP). There are no archeological sites identified in the vicinity of the proposed VMF or MSF addition.

Construction of MacDill AFB began in November 1939, and many of the structures related to the early missions remain on base today. These facilities are generally located within two historic districts, one along Hangar Loop Drive and the second on Staff Circle. Both of these districts are eligible for listing in the National Register. The Proposed Action is not located in either of the historic districts. Detailed information on MacDill's Cultural Resources can be found in the *Integrated Cultural Resources Management Plan* (USAF, 2006)

4.0 ENVIRONMENTAL CONSEQUENCES

The effects of the Proposed Action and alternatives on the affected environment are discussed in this section, as well as management requirements for applicable portions of the affected environment.

4.1 PROPOSED ACTION

4.1.1 Air Quality

Air quality impacts would occur during construction of the VMF and MSF addition; however, these air quality impacts would be temporary.

Fugitive dust (suspended and PM₁₀ particulate matter) and construction vehicle exhaust emissions would be generated during construction. Dust generated by equipment and construction activities would fall rapidly within a short distance from the source. If required, areas of exposed soil could be sprayed with water daily to suppress dust.

The anticipated pollutant emissions for the Proposed Action have been calculated using assumptions for disturbances to the area, weather and wind conditions, and dust generation, given the general size, scope, and estimated duration of the project. These estimates are presented in Appendix D and summarized in Table 4.1.1.

Table 4.1.1 Proposed Action Estimated Air Emissions at MacDill AFB

Pollutant	Proposed Action Annual Emissions (tpy)	Hillsborough County Emissions Inventory^a (tpy)	Net Change (%)	<i>De minimis</i> Values^c (tpy)	Above/ Below <i>De minimis</i>
CO	1.71	19,272	0.10	100	Below
VOC	1.33	27,703	0.03	100	Below
NO _x	2.16	82,563	0.03	100	Below
SO _x	0.11	NA	--	100	Below
PM ₁₀ ^b	0.20	NA	--	100	Below
Pb	--	53	--	25	--

^a Based on stationary permitted emissions presented in 1997 Ozone Emissions Inventory, EPC.

^b PM₁₀ estimated as 50 percent of the 1990 tpy reported for TSP

^c Source: 40 CFR 93.153, November 30, 1993

tpy Tons per year

% Percent

4.1.1.1 Cumulative Air Quality Impacts

Other projects are proposed for construction on MacDill AFB during the four- and eight-month period needed to complete the VMF construction and MSF addition project, respectively. None of these projects are immediately adjacent to the proposed project site; however, they have been included in the cumulative emissions analysis since they are located on MacDill AFB. Table 4A in Appendix D summarizes the air emissions for each of these projects. Tables 4B through 4F in Appendix D provide the cumulative annual air emissions for each project for Fiscal Years (FY) 2005 through 2008, respectively. As Tables 4B through 4F demonstrate, the cumulative annual emission estimates fall below the *de minimus* level of 100 tons per year for all five pollutants evaluated.

4.1.1.2 Management Requirements

Use reasonable precautions to control the emissions of unconfined particulate matter during construction activities in accordance with FAC Rule 62-296. Ensure that all hazardous materials used during construction comply with the MacDill AFB Hazardous Materials Management Program's requirements for low volatile organic compound content.

4.1.2 Noise

The closest noise sensitive receptors in the vicinity of the proposed VMF and MSF addition construction sites include the occupants of the existing JCSS complex. The closest facility to the JCSS complex is Building 1750; located approximately 600 feet to the northwest and would not be impacted by noise associated with construction for the Proposed Action.

The adjacent receptors would probably experience noise impacts from construction and/or construction-related vehicles. The magnitude of these impacts would be directly tied to the proximity of the occupied facility to the construction site. In addition, the impacts vary according to the activity occurring on any particular day, and impacts would cease when construction is completed. Based on a cumulative average demolition and construction noise level of approximately 85 dB at 50 feet from the center of the project site (depending upon the current stage of the project), occupants of the JCSS complex would be negatively impacted. However, these impacts are temporary and considered minor.

4.1.3 Wastes, Hazardous Material, and Stored Fuel

An increase in the generation of solid waste would occur during construction activities for the Proposed Action. The base has sufficient resources to manage the temporary increase in solid waste, and the local landfills have sufficient capacity to accept the additional materials.

The construction of restroom facilities and showers is included in the Proposed Action. Implementation of the Proposed Action would result in no net increase in the total volume of waste water to the base sanitary sewer system, as the number of JCSS personnel would remain the same. In addition, during project design, a determination would be made as to the need to upgrade the capabilities of the sanitary sewer lift station servicing the area of the proposed VMF and MSF addition. Any necessary upgrades will be completed separate from the Proposed Action.

Hazardous wastes/materials, such as paint, adhesives, and solvents, may be on site during the construction work for the Proposed Action. All construction related hazardous wastes/materials, including petroleum products, would be removed and disposed of according to base procedures, as well as applicable State and Federal regulations. Operation of the VMF would include the storage and use of small quantities of hazardous materials such as oil, brake fluid, gasoline, anti-freeze, transmission fluid, and cleaning solvents. These materials would be reviewed and approved by 6 CEV and loaded into the MacDill HAZMAT tracking system prior to being permitted for use at the JCSS VMF. The proposed VMF is expected to generate small amounts of hazardous waste during vehicle maintenance operations. 6 CEV would establish a new satellite accumulation point at the VMF to ensure the proper collection of hazardous waste. 6 CEV would be responsible for the disposal of all hazardous waste generated at the facility, as they are for the numerous other vehicle maintenance operations around MacDill. All hazardous waste would be disposed in accordance with federal and state regulations. Consequently, operation of the JCSS VMF would have no impact on hazardous materials or hazardous wastes at MacDill AFB since the proposed quantities are low and systems are already in place to ensure the proper management of these materials/wastes.

The Proposed Action site is located near two Environmental Restoration Program (ERP) sites (Solid Waste Management Unit [SWMU]-03 and SWMU-67) (Figure 4-1).

SWMU-03, known as the Landfill at Dog Kennel, is located approximately 600 feet west of the Proposed Action site. This SWMU covers approximately 14 acres in area. SWMU-03 was considered a significant base landfill that operated during the 1950s, and received municipal-type refuse, construction debris, and small quantities of hazardous wastes. The primary contaminants of potential concern for the groundwater are arsenic, manganese, iron, sodium, aluminum, lead, selenium, and vanadium. The primary soils contaminants are aluminum, chromium, iron, lead, vanadium, and zinc. After being closed, a portion of the landfill was used as an irrigation spray field for effluent from the sewage treatment plant. Most recently the Naval Reserve Center was constructed on the front half of the site in an area where landfilling did not occur. The site is currently undergoing long-term monitoring, and is estimated to be closed in December 2021.

The ERP site known as SWMU-67 is located approximately 500 feet south of Building 1886 (see Figure 4-1). This SWMU covers approximately 33 acres in area, and was formerly a distance rifle range used between 1941 and 1982. Confirmatory sampling was conducted at the site to determine the presence or absence of contamination that may have been caused by former firing range activities. The primary chemicals of concern detected in the groundwater are aluminum, iron, manganese, and sodium, and the primary chemicals of concern detected in the soils are lead and traces of several other metals. The site is currently involved in a corrective measures study, and is estimated to be closed in December 2021.

A former ERP site was located at Building 1885 associated with an oil-water separator. The USTs associated with the oil-water separator were removed in 1996, and the site received No Further Action status.

Site summary sheets for SWMU-03 and SWMU-67 are located in Appendix E.

Contact with contaminated media is not likely, but if it is encountered during construction, the material would be managed in accordance with ERP guidelines. These guidelines include the development of a site-specific Health & Safety Plan by the construction/demolition contractor and the use of approved personal protective equipment (PPE) and clothing by all personnel working within the contaminated portions of the site. Following ERP guidelines would insure the protection of worker health and safety and the proper management of contaminated material; consequently, if contaminated media is encountered, the proposed construction activities should not represent a significant impact.

No impacts to management of stored fuels are anticipated from completion of the project.

4.1.3.1 Management Requirements

Ensure hazardous materials are approved and tracked through MacDill AFB's Hazardous Materials Management Program. Coordinate characterization and disposal of any hazardous or special waste with MacDill AFB's Environmental Compliance Program. Coordinate with MacDill AFB's Pollution Prevention Program to ensure recycling of wastes, if possible. Ensure that any soil removed from the site is tested for contaminants of concern and, if contaminated,

properly disposed. Ensure that fill material brought to the site has been tested and does not contain contaminants of concern.

4.1.4 Water Resources

Some soil erosion would occur during construction activities; however, implementation of a sediment and erosion control plan, including use of best management practices (BMPs) such as silt fencing and hay bales, would dramatically reduce erosion and avoid potential storm water violations.

Implementation of the Proposed Action would result in no net increase in the number of JCSS staff. As a result, no increases in potable water usage would occur.

4.1.4.1 Management Requirements

Submit appropriate permit applications for the construction of storm water retention areas as required for the proper management of storm water runoff from the proposed asphalt surfaces around the VMF. Ensure BMPs, such as silt screens and placement of hay bales, are employed during construction to prevent erosion and storm water violations during all construction activities. Ensure that the new construction complies with all applicable water and energy conservation requirements in Executive Order 13123, *Greening the Government Through Efficient Energy Management*.

4.1.5 Floodplains

The proposed location of the VMF and MSF addition is within the 100-year floodplain. The facilities would be constructed with a finished floor elevation of at least 11 ½ feet and therefore above the 100-year floodplain elevation in this area. The construction of the VMF and asphalt entry road and parking area would result in an increase in impervious surface of approximately ½ acre. Significant areas of open space exist near the Proposed Action, including a dry retention basin for the existing JCSS facility, located just north of the proposed VMF. This retention area would be upgraded to accommodate any increase in storm water management resulting from the implementation of the Proposed Action. Upgrading the existing stormwater retention area to accommodate the runoff from the VMF would mitigate the potential impacts to the floodplain by capturing stormwater runoff and allowing it to infiltrate naturally back into the ground.

Currently, there are several projects on Base that have been recently completed and/or will result in the removal of significant areas of impervious surface, mainly along the flight line. Cumulatively, when looking at the total base projects ongoing, and the potential input from this Proposed Action, there would be no significant impact to floodplains at the base.

4.1.6 Transportation Systems

An increase in traffic, especially within the southeastern portion of the base would result during implementation of the Proposed Action, due to the increase in construction-related activities. These impacts are considered to be minor and short-term.

Upon completion, the Proposed Action would result in no net change in the number of vehicles entering the base, as the number of 290th JCSS personnel would not change.

4.1.7 Safety and Occupational Health

The proposed construction activities for the project would pose safety hazards to the workers similar to those associated with typical industrial construction projects, such as falls, slips, heat stress, and machinery injuries. Construction would not involve any unique hazards and all construction methods would comply with OSHA requirements to ensure the protection of workers and the general public during construction. Diligent, but not controlling, governmental oversight of contractor activities would help assure OSHA compliance.

Based upon the age of the buildings, the demolition portion of the project (specifically, the west wall of Building 1885) may encounter ACM and LBP. Prior to initiating demolition activities, the demolition contractor shall hire a qualified independent environmental consulting firm to perform comprehensive asbestos and LBP surveys for the affected portion of the building. Once the surveys have been completed, if any hazardous materials are identified, the demolition contractor shall hire a qualified environmental abatement subcontractor to remove and dispose of the ACM and LBP. The same environmental firm shall perform environmental monitoring during the abatement work in accordance with US Air Force, USEPA, and other applicable environmental regulations. All waste disposal manifests shall be turned over to the government upon completion of the demolition work.

4.1.7.1 Management Requirements

Ensure construction activities comply with Occupational Safety and Health Administration (OSHA) standards or more stringent standards if applicable. Ensure that a site specific health and safety plan is prepared prior to initiating construction at the JCSS compound.

4.1.8 Socioeconomic Resources

The Proposed Action would cost approximately \$1.6 million to complete, based on 2005 cost estimates. This action would result in a less than one percent increase in the nearly \$1.2 billion in annual expenditures MacDill AFB provides to the local economy, constituting a relatively minor short-term beneficial impact to the local community.

4.2 USE OF OTHER EXISTING FACILITIES ALTERNATIVE

Under the Use of Other Existing Facilities Alternative, there would be no impacts to air quality, noise, waste water and solid waste, stored fuels or hazardous waste management or disposal, soil erosion or groundwater, potable water usage, floodplain, traffic, and safety and occupational health. There would be a minor adverse impact to economic resources with this alternative, since expenses would be incurred as a result of the transfer of equipment and materials to other on-base or off-base facilities. These costs would be relatively minor and non-recurring. However, there are no significant costs associated with this alternative since the buildings already exist.

4.3 NO ACTION ALTERNATIVE

Under the No Action Alternative, there would be no impacts to air quality, noise, stored fuels or hazardous waste management or disposal, water resources, floodplains, transportation, safety and occupational health, or socioeconomic resources.

4.4 OTHER ITEMS WITH NO POTENTIAL IMPACTS

In addition to the resources discussed in the previous sections, the potential impacts to biological and cultural resources, geology and soils, and Airspace and Airfield Operations were evaluated. The State Historic Preservation Office (SHPO) was contacted regarding the presence of historic

resources in the proposed location of the Proposed Action. According to SHPO, the Proposed Action will have no effect on historic properties (see Appendix C).

Based upon this evaluation, there are no likely potential impacts to any of these resources resulting from the implementation of the Proposed Action or any of the considered alternatives.

The Proposed Action or any of the alternatives would not cause any environmental justice-related impacts. There are no minority or low-income populations in the area of the Proposed Action or the alternatives; thus, there will not be disproportionately high or adverse impacts on such populations. No adverse environmental impacts would occur outside MacDill AFB. Therefore, no adverse effects on minority and low-income populations would occur with implementation of the Proposed Action, or from implementation of any of the alternatives.

In addition, implementation of the Proposed Action or any of the alternatives would not significantly alter logistical operations at the JCSS, as no significant changes in the operational methods or changes in forces are planned. Likewise, an evaluation of the operational impacts of the JCSS is not included. Any such impacts are not anticipated to differ from existing levels.

4.4.1.1 Management Requirements

Ensure that any ground surface area disturbed during construction are re-seeded or re-vegetated with native flora.

4.5 CUMULATIVE IMPACTS

When examining it as a portion of the total proposed and/or ongoing construction projects on MacDill AFB, the Proposed Action would have no cumulative impacts to air quality, noise, wastes, hazardous materials, stored fuels, water resources, floodplains, transportation systems, safety and occupational health, biological resources, land use, airspace and airfield operations, cultural resources, environmental justice, and geology and soils, as outlined in Table 2.1 and Table 4A.

5.0 CONCLUSIONS

Based upon the analyses presented in this environmental assessment, there is no indication that the Proposed Action or either of the alternative actions would have a significant affect upon the quality of the human environment. Therefore, preparation of a Finding of No Significant Impact (FONSI)/Finding of No Practical Alternative (FONPA) is appropriate for this action, and the preparation of an Environmental Impact Statement (EIS) is not required.

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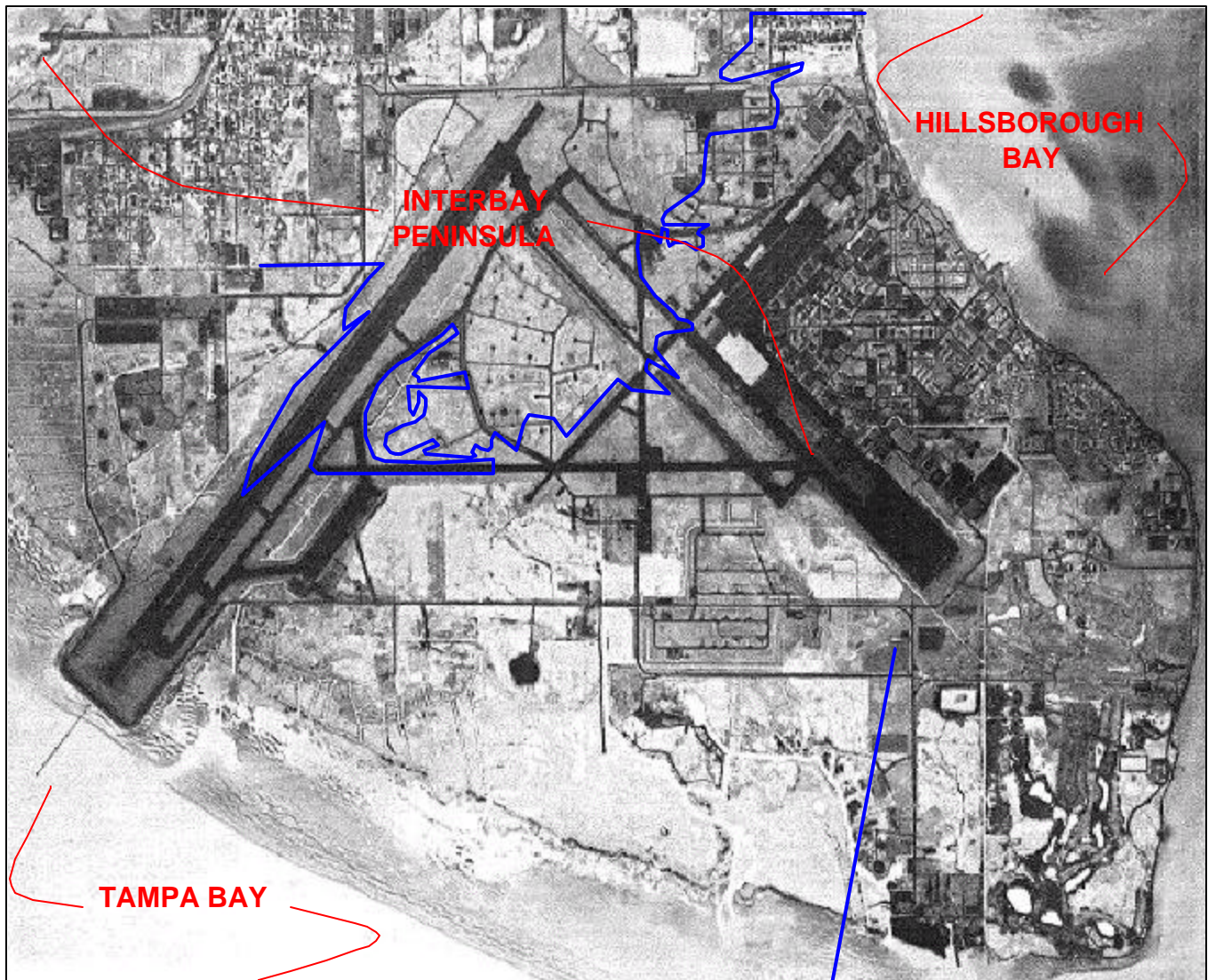
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FIGURES



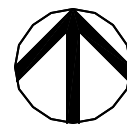
**Proposed Location of 290th JCSS
Mobility Storage Addition and
Vehicle Maintenance Facility**

LEGEND

— 100 YEAR FLOOD PLAIN (ALL AREAS SOUTH OF LINE)

Reference:

SHEET NO. D-06, COMPOSITE INSTALLATION CONSTRAINTS
AND OPPORTUNITIES. DRAWING CADD NAME: D-06-01.DGN
Dated 08/18/02



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APPROXIMATE SCALE IN FEET

Prepared/Date: JT 02/28/05

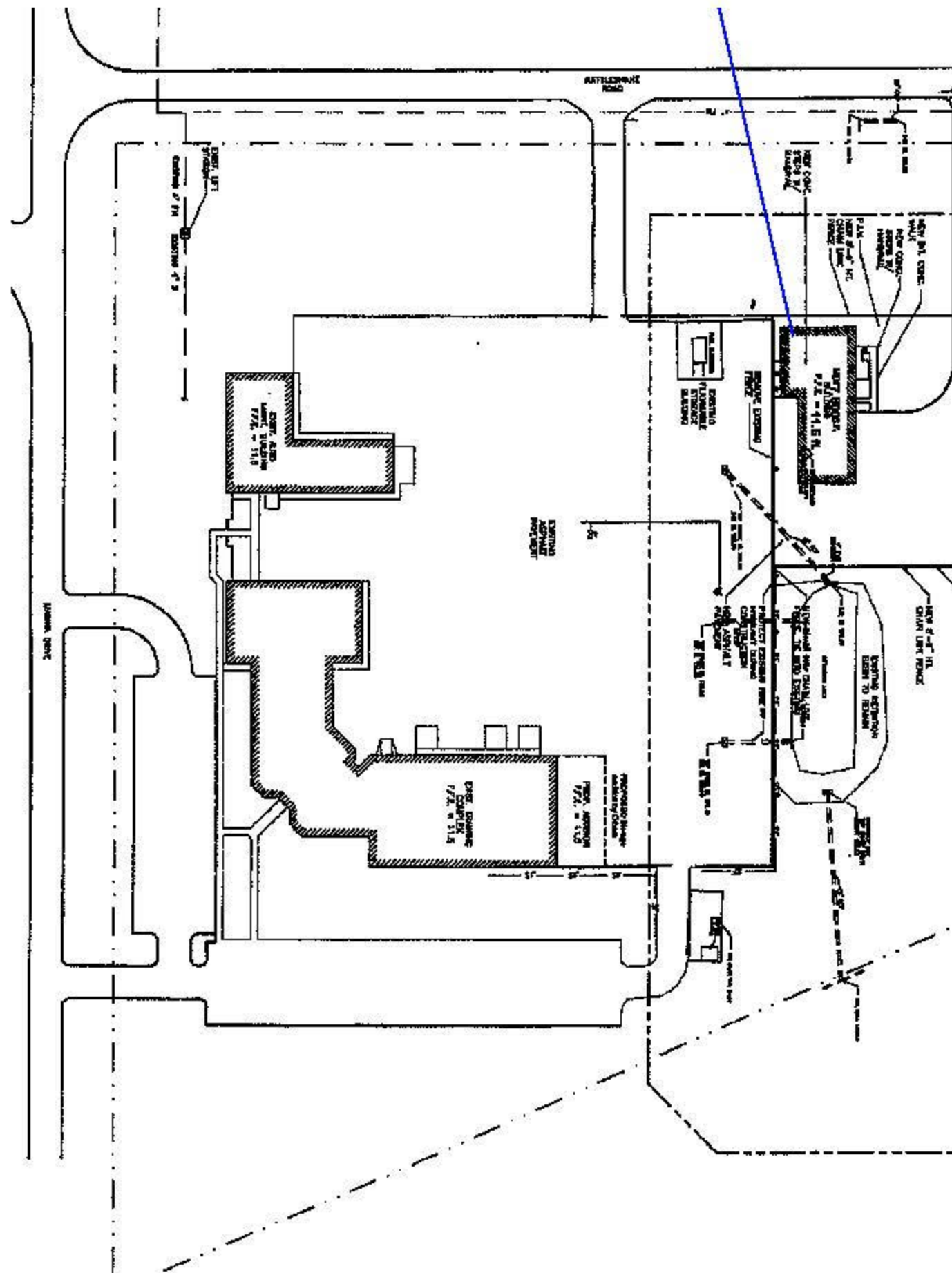
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**Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base**

**100-Year Floodplain Map
Figure 3-1**

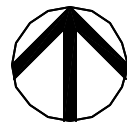


**Addition to Mobility Storage
Facility Site Plan
Figure 2-2**





**Proposed Location of 290th
JCSS Vehicle Maintenance Facility and
Mobility Storage Facility Addition**



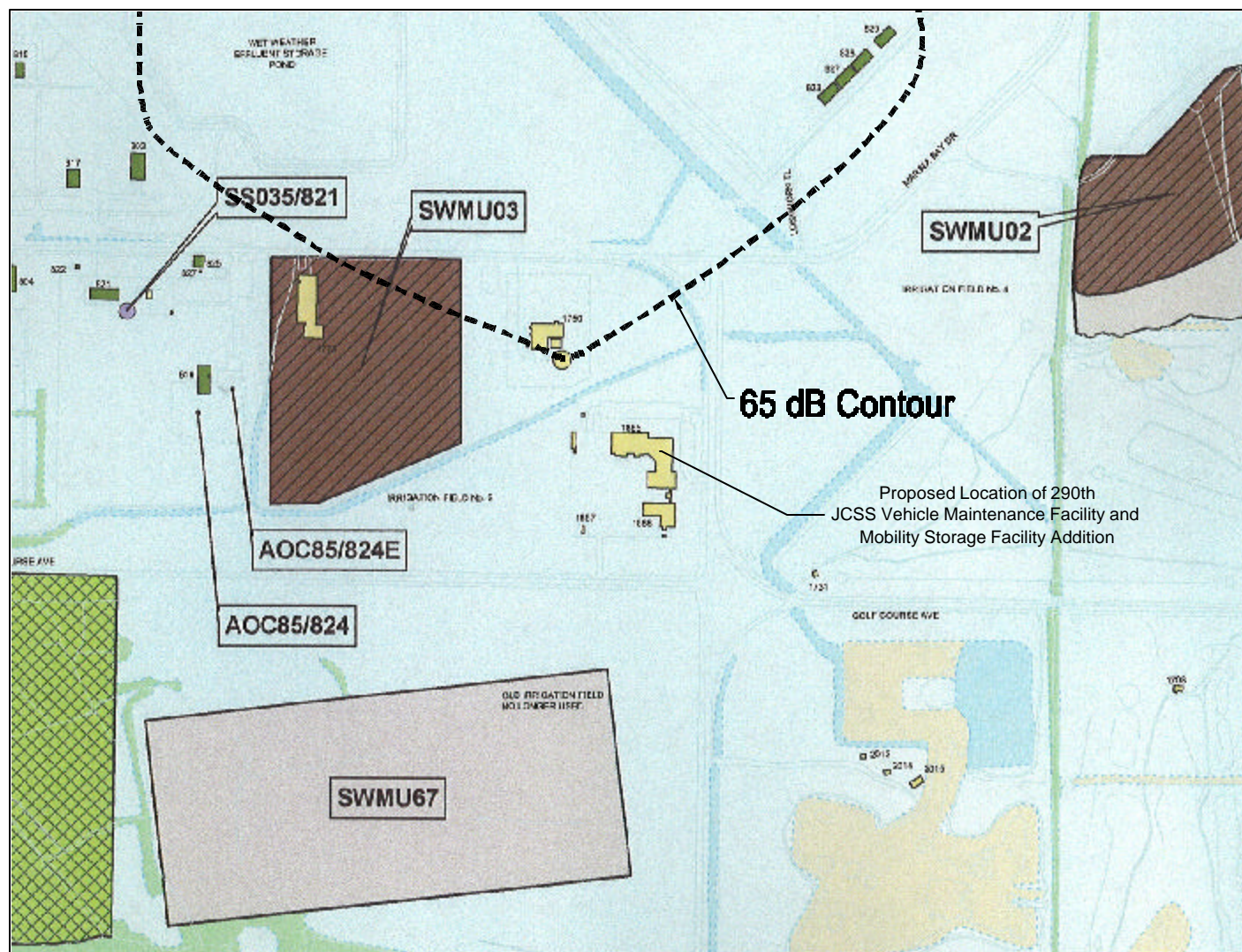
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**Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base**

**Project Location and Vicinity Map
Figure 1-1**



Site Status

- Area of Concern (AOC)
- Petroleum Contaminant Site (SITE)
- Solid Waste Management Unit (SWMU)
- Land Use Controls (LUC)
- Long Term Monitoring (LTM)
- Oil Water Separators
- Incorporated in another Site
- Closed Site (No Further Action)

----- 65 dB Contour

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JANUARY, 2005

COMPOSITE INSTALLATION CONSTRAINTS AND
OPPORTUNITIES MACDILL AFB - SOUTHEAST 7-24-03



NOT TO SCALE

Prepared/Date: JT 04/13/05

Checked/Date:

**Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base**

**Environmental Constraints In Vicinity
of Proposed Action
Figure 4-1**

TABLES

**Table 3.9 Summary of Protected Species Identified at MacDill AFB
Construction of 290th JCSS Vehicle Maintenance Facility and
Addition to Mobility Storage Facility
MacDill AFB, Florida**

Common name	Scientific Name	Status	
		Federal	State
Reptile/Amphibians			
American alligator	Alligator mississippiensis	T (SA)	SSC
Atlantic loggerhead turtle	Caretta caretta caretta	T	T
Atlantic green turtle	Chelonia mydas mydas	E	E
Gopher tortoise	Gopherus polyphemus	-	SSC
Gopher frog	Rana capito	C2	SSC
Florida pine snake	Pituophis melanoleucus mugitus	C2	SSC
Short-tailed snake	Stilosoma extenuatum	C2	T
Birds			
Roseate spoonbill	Ajaia ajaja	-	SSC
Limpkin	Aramus guarauana	-	SSC
Burrowing owl	Athene cunicularia	-	SSC
Piping plover	Charadrius melodus	T	T
Southeastern snowy plover	Charadrius alexandrinus tenuirostris	C2	T
Little blue heron	Egretta caerulea	C2	SSC
Reddish egret	Egretta rufescens	C2	SSC
Snowy egret	Egretts thula	-	SSC
Tricolored heron	Egretta tricolor	-	SSC
Peregrine falcon	Falco peregrinus tundris	T	E
Southeast American kestrel	Falco sparverius paulus	C2	E
Florida sandhill crane	Grus canadensis pratensis	-	T
American oystercatcher	Haematopus palliatus	-	SSC
Bald eagle	Haliaeetus leucocephalus	T	T
Wood stork	Mycteria americana	E	E
Brown pelican	Pelecanus occidentalis	-	SSC
Least tern	Sterna antillarum	-	T
Roseate tern	Sterna dougalii	T	T
Bachman’s warbler	Vermivora bachmanii	E	E
Black skimmer	Rynchops niger	-	SSC
White ibis	Eudocimus albus	-	SSC
Mammals			
Florida mouse	Podomys floridanus	C2	SSC
West Indian (FL) manatee	Trichechus manatus	E	E
Fish			
Common snook	Centropomus undecimalis	-	SSC
Plants			
No State or Federally listed plant species are known to exist on MacDill AFB		-	-

T=Threatened, T(SA)=Threatened/Similarity of Appearance, E= Endangered,
SSC= Species of Special Concern, C2=Candidate for listing

Source: Endangered Species Management Plan, MacDill AFB, Florida, 1996

**Table 2.1 Comparison of Environmental Consequences
Construction of 290th JCSS Vehicle Maintenance Facility and
Addition to Mobility Storage Facility
MacDill AFB, Florida**

Environmental Resources	Alternative A – Proposed Action	Alternative B – Use of Other Existing Facilities	Alternative C – No Action
Air Quality	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Noise	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Wastes, Hazardous Materials, and Stored Fuels	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Water Resources	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Floodplains	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Adverse</i> Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Transportation Systems	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – <i>Minor Adverse</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Safety and Occupational Health	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Socioeconomic Resources	Short-term – <i>Minor Beneficial</i> Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Biological Resources	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Land Use	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Airspace and Airfield Operations	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Cultural Resources	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Environmental Justice	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Geology and Soils	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact
Indirect and Cumulative Impacts	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact	Short-term – No Impact Long-term – No Impact Cumulative – No Impact

TABLE 4C
Emissions for Year 2006

[illegible]

TABLE 4D
Emissions for Year 2007

		<i>JCSS VMF and Add. To MSF</i>	Primary Care Clinic (construction)	Medical Treatment Facility (demolition)	<i>USCENTCOM Complex</i>	Apron Pavements	COMSEC Addition	SF Boathouse	AGE Renovation	Base Support	Housing Maintenance Building	PharmaCare Addition	Trasns/Supply Complex	Phases VI Housing	Phase VII Housing	Phase VIII Housing	2007 Project Totals	<i>De minimis</i>	<i>Above/Below De minimis</i>
Estimated % of Time During 2007 That Project Would Be Active		0%	100%	0%	100%	0%	0%	0%	8%	100%	0%	8%	0%	25%	0%	25%			
	Pollutants																		
	CO	0.00	23.72	0.00	1.40	5.39	1.25	0.07	0.08	1.72	17.03	0.17	0.00	0.53	0.00	5.07	56.43	100	Below
	VOC	0.00	8.88	0.00	1.01	2.81	0.81	0.10	0.07	1.27	6.58	0.11	0.00	0.35	0.00	1.94	23.93	100	Below
	NO _x	0.00	28.07	0.00	6.45	6.09	1.41	0.32	0.09	1.93	19.44	0.19	0.00	0.59	0.00	6.03	70.61	100	Below
	SO _x	0.00	1.41	0.00	0.43	0.30	0.07	0.02	0.00	0.09	0.96	0.01	0.00	0.03	0.00	0.31	3.63	100	Below
	PM ₁₀	0.00	2.41	0.00	1.13	0.49	0.12	0.06	0.01	0.15	1.58	0.01	0.00	0.05	0.00	0.52	6.53	100	Below
	Pb																0	25	Below

[illegible]

APPENDIX A

AIR FORCE FORM 813

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS

Report Control Symbol

RCS: 10004-13

INSTRUCTIONS:

Section I to be completed by Proponent. Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).

SECTION I - PROPONENT INFORMATION

1. TO (Environmental Planning Function)

6 CES/CEV

2. FROM (Proponent Organization and functional address symbol)

125th FW/CEV
Jacksonville, FL 32218

2a. TELEPHONE NO.

DSN 641-7497
(904) 741-7497

3. TITLE OF PROPOSED ACTION

NVZR000182 Construct Vehicle Maintenance Facility and Addition to Mobility Storage Facility at 290th JCSS

4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date)

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action)

(See page 2)

6. PROPONENT APPROVAL (Name and Grade)

Mark W. Keels, PE, CAPT, FANG
Environmental Engineer

6a. SIGNATURE

FOR PEDRO SANTANA, MAJ
DEPUTY BEE

6b. DATE

1 Jul 2004

SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY (Select appropriate box and describe potential environmental effects including cumulative effects) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect)

+ 0 - U

7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)

JUL 7/1/04

X

8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)

7-1-04

X

9. WATER RESOURCES (Quality, quantity, source, etc.)

MKE

6 JUL 04

X

10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity distance, bird/wildlife aircraft hazard, etc.)

JUL 21 JUL 04

X

11. HAZARDOUS MATERIALS WASTE (Use/storage/generation, solid waste, etc.)

ALL WASTE GENERATED WILL BE PROPERLY DISPOSED
OF BY CONTRACTOR

JUL 15 JUL 04

X

12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)

JUL 7/1/04

X

13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)

JUL 7/1/04

X

14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)

JUL 7/7/04

X

15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)

JUL 7/1/04

X

16. OTHER (Potential impacts not addressed above.)

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION

17.

PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____

X

PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX. FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.

18. REMARKS

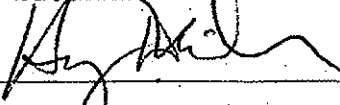
MacDill AFB is located in a maintenance area for the following criteria pollutants: Ozone. Direct emissions from construction and indirect emissions from visiting traffic and/or follow-on operations, when totaled are less than the *de minimus* amounts in 40 CFR 93.153; therefore, a conformity determination is not required.

No personnel increases + decreases.

19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade)

HENRY D. BRINKMAN, Col, USAF
Vice Commander, 6 AMW

19a. SIGNATURE



19b. DATE

16 AUG 04

4.0 PURPOSE AND NEED FOR ACTION:

Currently, vehicle maintenance is completed in the limited available space within the 290th Joint Communication Support Squadron (JCSS) compound, primarily in the parking lot adjacent to the storage building. JCSS personnel do not have a proper facility to complete maintenance and repair work on their vehicles. Working out of doors in the sun is difficult, inefficient and brings down troop morale. The Vehicle Maintenance Facility would provide the 290th JCSS with an environmentally friendly and properly sized and configured facility for the vehicle maintenance functions to support the war fighting commander's in chief (CINCs).

The 290th JCSS has determined that the existing mobility storage area is not large enough to meet their expanding needs. The 290th JCSS must currently store equipment and supplies outside in areas that are not covered or protected from the elements in any way. This situation leads to the rapid deterioration of equipment and supplies. Construction of an addition to the existing mobility storage building would expand the existing storage capabilities at the JCSS compound would create the additional storage space required to meet the needs of the JCSS.

5.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:

Proposed Action - Construct a 7,800 S.F. Vehicle Maintenance Facility collocated inside the fenced compound of Building 1885. Facility will include a concrete floor, concrete block walls with a durable exterior finish to match existing architectural schemes, a standing seam metal roof, administrative and shop space with appropriate HVAC systems to support work environment. Supporting facilities include storm water retention/detention, utilities, pavements and communications support.

Construct a 2,800 square foot addition to the existing mobility storage facility at the 290th JCSS compound. The concrete block and metal roof addition would be constructed on the west side of the existing mobility storage facility and would match the architecture. The finish floor elevation for the concrete foundation would match that of the existing mobility storage building. A large opening would be cut in the exterior wall of the existing mobility storage facility to connect the old facility with the new addition. The site proposed for the mobility storage addition is an existing asphalt surface so the addition would not result in an increase in impervious surface. The new addition would have heating and ventilation systems but no air conditioning. The addition would have an emergency shower area but no bathroom facilities.

Alternative #1: Use of Other Existing Facilities Alternative - There are no vacant on-base facilities available, and leasing an off-base facility is not a viable alternative. The 290th does not have a license from the Air Force for additional real property beyond the compound of Building 1885. Four major issues that make it highly unlikely to lease are security, transportation, storage, and communications.

No Action Alternative - Do not construct the 7,800 SF vehicle maintenance facility or the 2,800 SF mobility storage addition. The current mission tasking has increased the amount of personnel and equipment by 60 people and 20 vehicles. Work in the current facility is severely hampered by close quarters and competition for workspace with ASE, Power Production and HVAC Shops. No action alternative will result in work stoppages and mission degradation.



APPENDIX B

CONSISTENCY STATEMENT

APPENDIX B

CONSISTENCY STATEMENT

This consistency statement will examine the potential environmental consequences of the Proposed Action and ascertain the extent to which the consequences of the Proposed Action are consistent with the objectives of Florida Coastal Management Program (CMP).

Of the Florida Statutory Authorities included in the CMP, impacts in the following areas are addressed in the EA: beach and shore preservation (Chapter 161), historic preservation (Chapter 267), economic development and tourism (Chapter 288), public transportation (Chapters 334 and 339), saltwater living resources (Chapter 370), living land and freshwater resource (Chapter 372), water resources (Chapter 373), environmental control (Chapter 403), and soil and water conservation (Chapter 582). This consistency statement discusses how the proposed options may meet the CMP objectives.

CONSISTENCY DETERMINATION

Chapter 161: Beach and Shore Preservation

No disturbances to the base's canals are foreseen under the Proposed Action or Alternative Actions.

Chapter 267: Historic Preservation

The Air Force and the Florida State Historic Preservation Officer have determined that the Proposed Action will have no effect on historic properties associated with the Base.

Chapter 288: Economic Development and Tourism

The EA presents the new employment impact and net income impact of the Proposed Action and alternative. The options would not have significant adverse effects on any key Florida industries or economic diversification efforts.

Chapter 372: Saltwater Living Resources

The EA addresses potential impacts to local water bodies. Water quality impacts were surveyed for existing conditions at the Proposed Action and alternatives. Results indicate that no impacts would result from the Proposed Action or alternatives.

Chapter 372: Living Land and Freshwater Resources

Threatened and endangered species, major plant communities, conservation of native habitat, and mitigation of potential impacts to the resources are addressed in the EA. The

Proposed Action and alternatives would not result in permanent disturbance to native habitat and should not significantly impact threatened or endangered species.

Chapter 373: Water Resources

There would be no impacts to surface water or groundwater quality under the Proposed Action or alternatives as discussed in the EA.

Chapter 403: Environmental Control

The EA addresses the issues of conservation and protection of environmentally sensitive living resources; protection of groundwater and surface water quality and quantity; potable water supply; protection of air quality; minimization of adverse hydrogeologic impacts; protection of endangered or threatened species; solid, sanitary, and hazardous waste disposal; and protection of floodplains and wetlands. Where impacts to these resources can be identified, possible mitigation measures are suggested. Implementation of mitigation will, for the most part, be the responsibility of MacDill AFB.

Chapter 582: Soil and Water Conservation

The EA addresses the potential of the Proposed Action and alternatives to disturb soil and presents possible measures to prevent or minimize soil erosion. Impacts to groundwater and surface water resources also are discussed in the EA.

CONCLUSION

The US Air Force finds that the conceptual Proposed Action and alternatives plans presented in the EA are consistent with Florida's CMP.

APPENDIX C

AGENCY COORDINATION LETTERS



DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA

MAR 28 2005

MEMORANDUM FOR US FISH AND WILDLIFE SERVICE
9549 KOGER BLVD, SUITE 111
ST. PETERSBURG FLORIDA 33702

FROM: 6 CES/CD
7621 Hillsborough Loop Drive
MacDill AFB Florida 33621-5207

SUBJECT: US Fish and Wildlife Service Coordination on Construction of 290th Joint
Communications Support Squadron Vehicle Maintenance Facility and Addition to
Mobility Storage Facility at MacDill Air Force Base (AFB), Florida

1. The 290th Joint Communications Support Squadron (JCSS) intends to implement a facility improvement project with the goal of providing increased space for 290th JCSS personnel and equipment. The project would involve two major actions, the first of which would be construction of a new Vehicle Maintenance Facility, a 5,560 square foot (in plan) concrete and steel, one-story building. This new facility would be used for administrative and vehicle maintenance purposes. The second phase of the project would construct an addition to the existing Mobility Storage Facility (Building 1885). The proposed addition would be an approximately 2,800 square foot (in plan) concrete and steel, one-story structure constructed on the western side of Building 1885. This new addition would be used to house mobility equipment and supplies used by the 290th JCSS.
2. A representative from the MacDill AFB Natural Resources staff surveyed the area to determine if any threatened or endangered species inhabited the site. The area encompassing the proposed new Vehicle Maintenance Facility and the existing Mobility Storage Facility have not been identified as critical habitat for any threatened or endangered species. Consequently, MacDill AFB believes that the proposed actions would not adversely impact threatened or endangered species. If the US Fish and Wildlife Service agrees with this assessment, please document your concurrence by signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.
3. If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.


KENNETH E. DOMAKO, GS-13
Deputy Base Civil Engineer

AMC--GLOBAL REACH FOR AMERICA

4. Attachments:

1. Figure 1 – 290th JCSS Vehicle Maintenance Facility Site Plan, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
2. Figure 2 – Addition to Mobility Storage Facility Site Plan, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
3. Photograph 1: Area of proposed Vehicle Maintenance Facility, Buildings 1885 and 1886 in background, looking northeast, MacDill Air Force Base.
4. Photograph 2: Area of proposed addition to the existing Mobility Storage Facility at Building 1885, looking east, MacDill Air Force Base.

1st Ind, US Fish and Wildlife Service

MEMORANDUM FOR 6 CES/CD

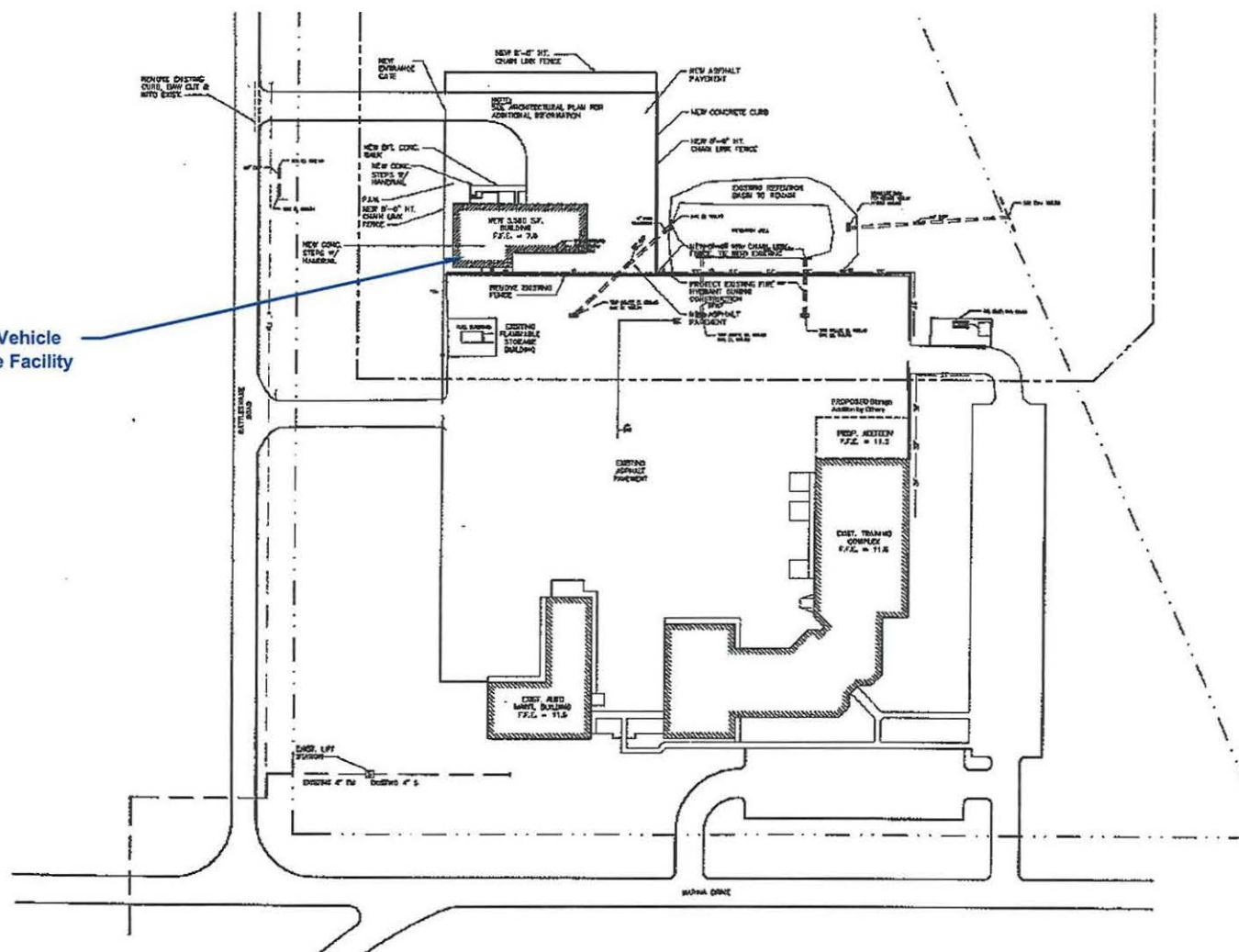
Date: _____

The US Fish and Wildlife Service agrees that the proposed construction project described above will not adversely impact threatened or endangered species on MacDill Air Force Base.

US Fish and Wildlife Service Representative

AMC--GLOBAL REACH FOR AMERICA

Proposed Vehicle
Maintenance Facility



Reference:
Edwards and Kelcey Drawings

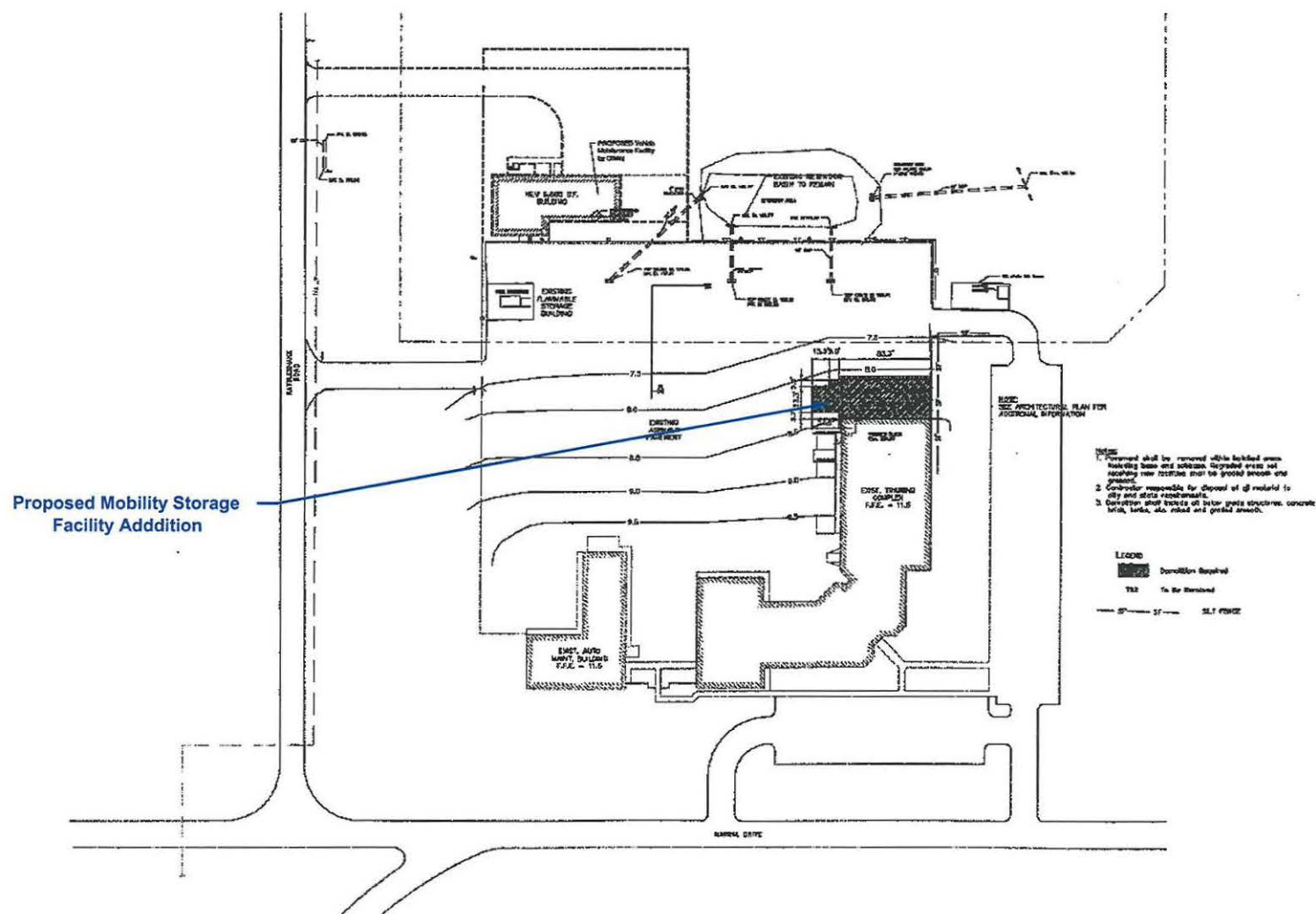


SCALE: 1" = 80'

Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base

Prepared/Date: JT 02/28/06
Checked/Date:

290th JCSS Vehicle Maintenance
Facility Site Plan
Figure 1
Project 6515-04-0208.01



Reference:
Edwards and Kelcey Drawings



SCALE: 1" = 50'

Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base

Prepared/Date: JT 02/28/06
Checked/Date:

Addition to Mobility Storage
Facility Site Plan
Figure 2

Project 6515-04-0208.01



Photograph 1: Area of proposed Vehicle Maintenance Facility, Buildings 1885 and 1886 in background, looking northeast, MacDill Air Force Base.



Photograph 2: Area of proposed addition to the existing Mobility Storage Facility at Building 1885, looking east, MacDill Air Force Base.



DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA

MAR 28 2005

MEMORANDUM FOR DIVISION OF HISTORIC RESOURCES
MS. LAURA KAMMERER
500 SOUTH BRONOUGH STREET
TALLAHASSEE, FLORIDA 32399-0250

FROM: 6 CES/CD
7621 Hillsborough Loop Drive
MacDill AFB 33621-5207

SUBJECT: State Historic Preservation Office Coordination on Construction of 290th Joint Communications Support Squadron Vehicle Maintenance Facility and Addition to Mobility Storage Facility at MacDill Air Force Base (AFB), Florida

1. The 290th Joint Communications Support Squadron (JCSS) intends to implement a facility improvement project with the goal of providing increased space for 290th JCSS personnel and equipment. The project would involve two major actions, the first of which would be construction of a new Vehicle Maintenance Facility, a 5,560 square foot (in plan) concrete and steel, one-story building. This new facility would be used for administrative and vehicle maintenance purposes. The second phase of the project would construct an addition to the existing Mobility Storage Facility (Building 1885). The proposed addition would be an approximately 2,800 square foot (in plan) concrete and steel, one-story structure constructed on the western side of Building 1885. This new addition would be used to house mobility equipment and supplies used by the 290th JCSS.
2. A representative from MacDill AFB's Natural Resources staff surveyed the site to determine if any cultural resources would be affected. No cultural resources were observed on the proposed site and the site is not located in one of MacDill's Historic Districts. Building 1885 and the other buildings within the JCSS compound were constructed after 1986. Consequently, MacDill AFB believes that the proposed actions would not adversely impact cultural resources. If the State Historic Preservation Office agrees with this assessment, please document your concurrence by signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.
3. If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.


KENNETH E. DOMAKO, GS-13
Deputy Base Civil Engineer

AMC-GLOBAL REACH FOR AMERICA

4. Attachments:

1. Figure 1 -- 290th JCSS Vehicle Maintenance Facility Site Plan, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
2. Figure 2 -- Addition to Mobility Storage Facility Site Plan, Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility, MacDill Air Force Base
3. Photograph 1: Area of proposed Vehicle Maintenance Facility, Buildings 1885 and 1886 in background, looking northeast, MacDill Air Force Base
4. Photograph 2: Area of proposed addition to the existing Mobility Storage Facility at Building 1885, looking east, MacDill Air Force Base

1st Ind, State Historic Preservation Office

MEMORANDUM FOR 6 CES/CD

Date: _____

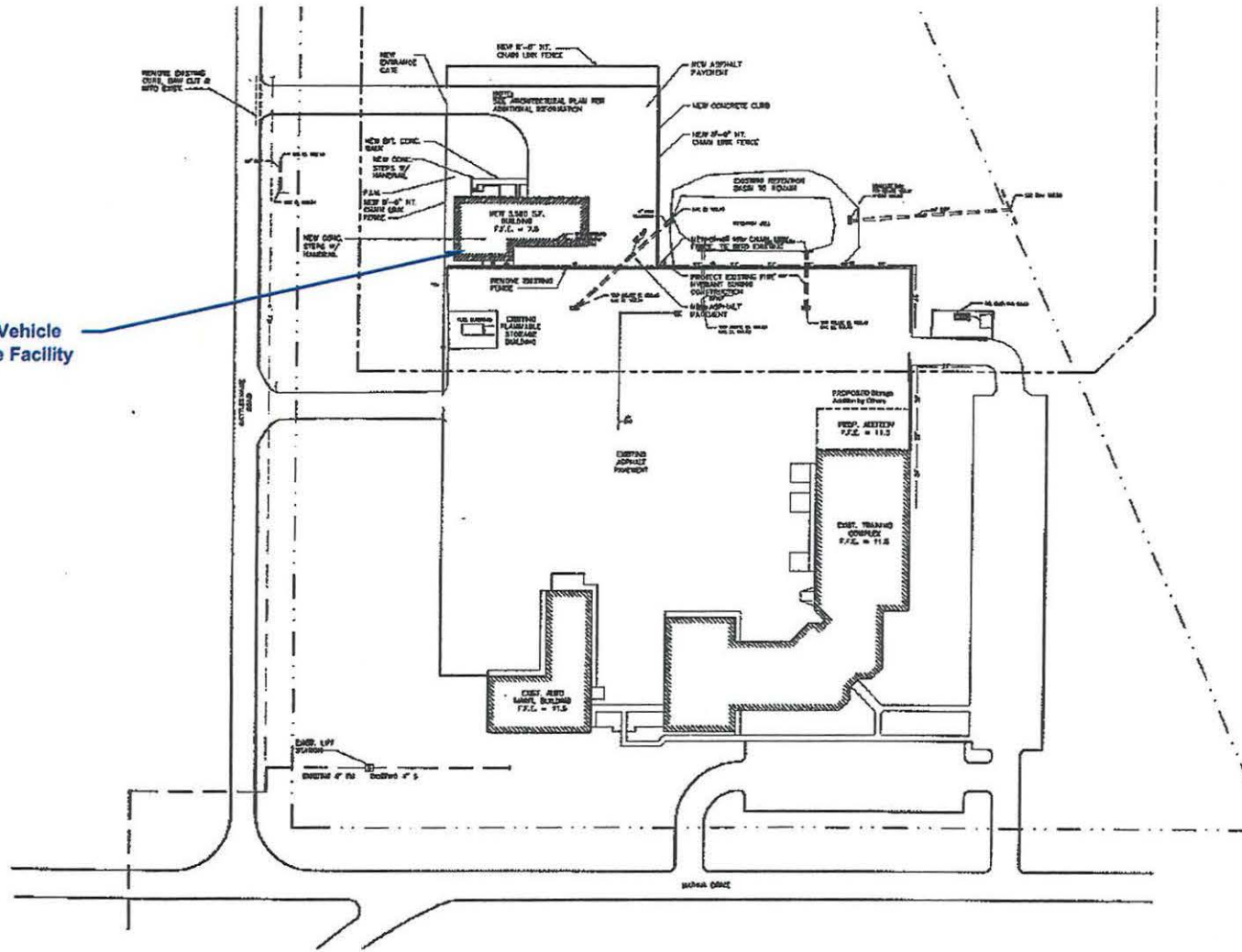
Based on the information provided, the State Historic Preservation Officer concurs with the finding that the proposed undertaking will have no adverse effect on historic properties.

Frederick P. Gaske, State Historic Preservation Officer

DHR Project File Number: _____

AMC--GLOBAL REACH FOR AMERICA

Proposed Vehicle
Maintenance Facility



Reference:
Edwards and Kelcey Drawings



SCALE: 1" = 80'

Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base

Prepared/Date: JT 02/28/06
Checked/Date:

290th JCSS Vehicle Maintenance
Facility Site Plan
Figure 1

Project 6515-04-0208.01

Reference:
Edwards and Kelcey Drawings



SCALE 1" = 80'

**Construction of 290th JCSS Vehicle
Maintenance Facility and Addition
to Mobility Storage Facility
MacDill Air Force Base**

Prepared/Date: JT 02/28/05
Checked/Date:

**Addition to Mobility Storage
Facility Site Plan
Figure 2**

Project 6515-04-0208.01



Photograph 1: Area of proposed Vehicle Maintenance Facility, Buildings 1885 and 1886 in background, looking northeast, MacDill Air Force Base.



Photograph 2: Area of proposed addition to the existing Mobility Storage Facility at Building 1885, looking east, MacDill Air Force Base.



FLORIDA DEPARTMENT OF STATE

Glenda E. Hood

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. Russell E. Stauffer
MACTEC Engineering and Consulting, Inc.
4919 West Laurel Street
Tampa, Florida 33607

October 20, 2005

RE: DHR Project File Number: 2005-10011 / MACTEC No. 6515-04-0208.01
Received by DHR September 26, 2005
Draft Environmental Assessment and Finding of No Significant Impact
Proposed Construction of the 209th Joint Communications Support Squadron (JCSS)
Vehicle Maintenance Facility And Addition To Mobility Storage Facility
MacDill Air Force Base, Hillsborough County

Dear Mr. Stauffer:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969*, as amended. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on the information provided, this office concurs with your finding that the proposed undertaking will have no effect on historic properties.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail sedwards@dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums
(850) 245-6400 • FAX: 245-6433

☐ Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

October 25, 2005

Ms. Stacy A. Rizzo, Staff Scientist
MACTEC Engineering and Consulting, Inc.
4919 West Laurel Street
Tampa, Florida 33607

RE: Department of the Air Force – Draft Environmental Assessment for Construction of
290th JCSS Vehicle Maintenance Facility and Addition to Mobility Storage Facility,
MacDill Air Force Base – Hillsborough County, Florida.
SAI # FL200510061574C

Dear Ms. Rizzo:

Florida State Clearinghouse staff, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has reviewed the referenced draft environmental assessment (EA).

Based on the information contained in the draft EA, the state has determined that the proposed federal activities are consistent with the Florida Coastal Management Program.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm

cc: Jason Kirkpatrick, MacDill AFB

State of Florida }
County of Hillsborough } ss.

CLASSIFIED LEGAL

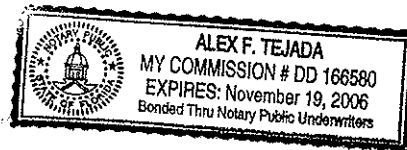
Public Notice

AD#158406

Jan Kertigine

Type of Identification Produced

Alex F. Tejada
ALEX F TEJADA



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LEGAL ADVERTISEMENT

PUBLIC NOTICE - **UNITED STATES AIR FORCE**

The Air Force (AF) seeks public comment on AF Environmental Impact Analysis Process (EIAP) documents for a project at MacDill Air Force Base. The Construction of 290th JCSS Vehicle Maintenance Facility and Addition to Mobility Air Storage Facility would involve construction of an approximately 5,560-square foot Vehicle Maintenance Facility and an approximately 2,800-square foot addition to the existing Mobility Storage Facility. The purpose of the Proposed Action is to provide 290th JCSS personnel with an efficient, and properly sized facility for vehicle maintenance operations to support the war fighting commanders in chief, and a properly sized addition to the existing Mobility Storage Facility (Building 1885) to store mobility equipment and supplies MacDill AFB has evaluated this action in accordance with Executive Order 11988- Floodplain Management, and believes there is no practical alternative to completing construction activities within the floodplain.

NOTICE OF AVAILABILITY

The EIAP documents satisfy the requirements of the National Environmental Policy Act (NEPA). The documents are available for public review and comment from November 10, 2005 through December 10, 2005 at the John F. Germany Public Library, located at 900 N. Ashley Drive, Tampa, FL 33606. The documents may be found in the Humanities Section of the Main Library. Address written comments to the 6 AMW Public Affairs, 8209 Hangar Loop, Suite 14, MacDill AFB, FL 33621-5502. The telephone number is (813) 828-2215.

November 10, 2005

APPENDIX D

AIR EMISSION CALCULATIONS FOR PROJECT

**CONSTRUCTION OF 290TH JCSS VEHICLE MAINTENANCE FACILITY AND ADDITION TO MOBILITY STORAGE FACILITY
CONSTRUCTION SITE AIR EMISSIONS ESTIMATES
MacDill AFB, FLORIDA
CONSTRUCTION (GRADING) EMISSIONS**

Estimate of time required to grade a specified area.

Updated 17 June 1997.

Input Parameters

Construction area: 2 acres/yr
Qty Equipment: 0

Assumptions.

Terrain is mostly flat.

Terrain is populated with medium brush; trees are negligible.

An average of 6" soil is removed during stripping.

An average of 6" soil is excavated from one half of the site and backfilled to the other half of the site; no soil is hauled off-site or borrowed.

200 hp bulldozers are used for site clearing.

300 hp bulldozers are used for stripping, excavation, and backfill.

Vibratory drum rollers are used for compacting.

Stripping, Excavation, Backfill and Compaction require an average of two passes each.

Excavation and Backfill are assumed to involve only half of the site.

Calculation of days required for one piece of equipment to grade the specified area.

Reference: Means Heavy Construction Cost Data, 6th Ed., R. S. Means, 1992.

Means Line No.	Operation	Description	Output	Units	Acre/(equip)(day)	(Equip)(day)/acre	Acres/yr	(Equip)(days)/yr
021 108 0550	Site Clearing	Dozer & rake, medium brush	0.6	acre/day	0.6	1.67	2.00	3.33
021 144 0300	Stripping	Topsoil & stockpiling, adverse soil	1,650	cu. yd/day	2.05	0.49	2.00	0.98
022 242 5220	Excavation	Bulk, open site, common earth, 150' haul	800	cu. yd/day	0.99	1.01	1.00	1.01
022 208 5220	Backfill	Structural, common earth, 150' haul	1,950	cu. yd/day	2.42	0.41	1.00	0.41
022 226 5020	Compaction	Vibrating roller, 6 " lifts, 3 passes	1,950	cu. yd/day	2.42	0.41	2.00	0.83
TOTAL								6.56

Calculation of days required for the indicated pieces of equipment to grade the designated acreage.

(Equip)(day)/yr: 6.56
Qty Equipment: 0
Grading days/yr: 6.56

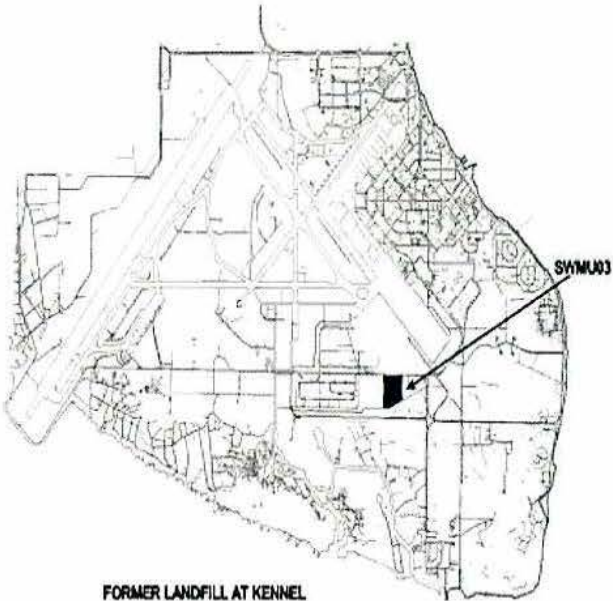
Round to	7 grading days/yr
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APPENDIX E

SITE SUMMARIES FOR SWMU-03 AND SWMU-67

Site Summary for SWMU03

Environmental Restoration Program, MacDill AFB, FL

Site ID:	SWMU03 Acreage:(14.41)	
Site Name:	Landfill at Dog Kennel	
Air Force ID:	LF003	
Regulatory Program:	RCRA	
Air Force Program:	IRP	
Current Phase:	LTM	
Site Status:	Long-Term Monitoring	
Relative Risk:	No Risk	
Site Closure:	12/30/2021 est.	

SWMU03

Primary Contaminants of Potential Concern

Groundwater:	arsenic, manganese, iron, sodium, Al, Fe, Pb, Selenium, Vanadium
Soils:	Al, Chromium, Fe, Pb, Vanadium, Zinc
Surface water:	None Identified
Sediments:	None Identified
Buildings/structures:	None Identified

Physical Setting

SWMU 3 is located east of munitions storage and the dog kennel, between Golf Course Avenue and South shore Road. The site is covered with grass and is bordered to the south and west by drainage ditches, to the north by South shore Road, and to the east by Building 1750.

Narrative

SWMU 3 is considered a significant base landfill which received wastes from 1950 to 1959. The landfill is reported to contain municipal-type refuse, including garbage and construction debris, and small quantities of hazardous wastes, including drums containing waste oils and solvents, paint cans, thinners, battery casings,

pesticide and herbicide containers, electron tubes, tires, adhesives, and PCB containing capacitors; however, the records search did not substantiate the disposal of hazardous wastes at SWMU 3. Since the closure of the landfill, a portion of the site has been used as a irrigation spray field for effluent from the sewage treatment plant. An area of disturbed soil suspected to be the former landfill is present on the 1945 aerial photograph within the boundaries of SWMU 3. The shape of this area is irregular; the maximum width (east-west) is approximately 560 feet and the maximum length (north-south) is approximately 610 feet. A group of trees is located in the center of this area. The area of disturbed soil was also present on the 1957 aerial photograph; the size and shape of this area is approximately the same as the area observed on the 1948 aerial photograph. The 1976 aerial photographs display parallel "lines" across the site; these lines may represent an irrigation spray field.

Summary of Activities to Date

Started	Completed	Category	Activity or Milestone
1/1/1981	12/1/1981	Record Search	Preliminary Assessment Records Search
1/1/1984	1/1/1986	Field Work	Site Investigation
8/1/1987	8/1/1988	Field Work	Environmental Investigation
8/1/1998	8/1/1998	Document Submittal	RFI/CS Work Plan
10/1/1998	10/1/1998	Field Work	Remedial Feasibility/Confirmatory Sampling
3/29/1999	3/29/1999	Document Submittal	RFI/CS Report
12/1/1999	1/1/2000	Field Work	Confirmatory Sampling
3/29/2000	3/29/2000	Document Submittal	Confirmatory Sampling Report
6/5/2000	6/5/2000	Regulatory Correspondence	EPA letter approving 3/29/00 CS Report
11/6/2001	11/6/2001	Document Submittal	Technical Memorandum
5/15/2002	5/15/2002	Document Submittal	Confirmatory Sampling Report
7/31/2002	7/31/2002	Document Submittal	Confirmatory Sampling Report Addendum
1/22/2003	9/30/2003	Document Submittal	Corrective Measures Study Report
3/27/2003	4/10/2003	Document Submittal	Field Study Plan Ground Truthing Rev. 0
5/13/2003	5/13/2003	Document Submittal	Field Study Plan Revision 1
6/24/2003	6/26/2003	Field Work	Ground Truthing Activities
7/15/2003	7/15/2003	Document Submittal	Technical Memorandum

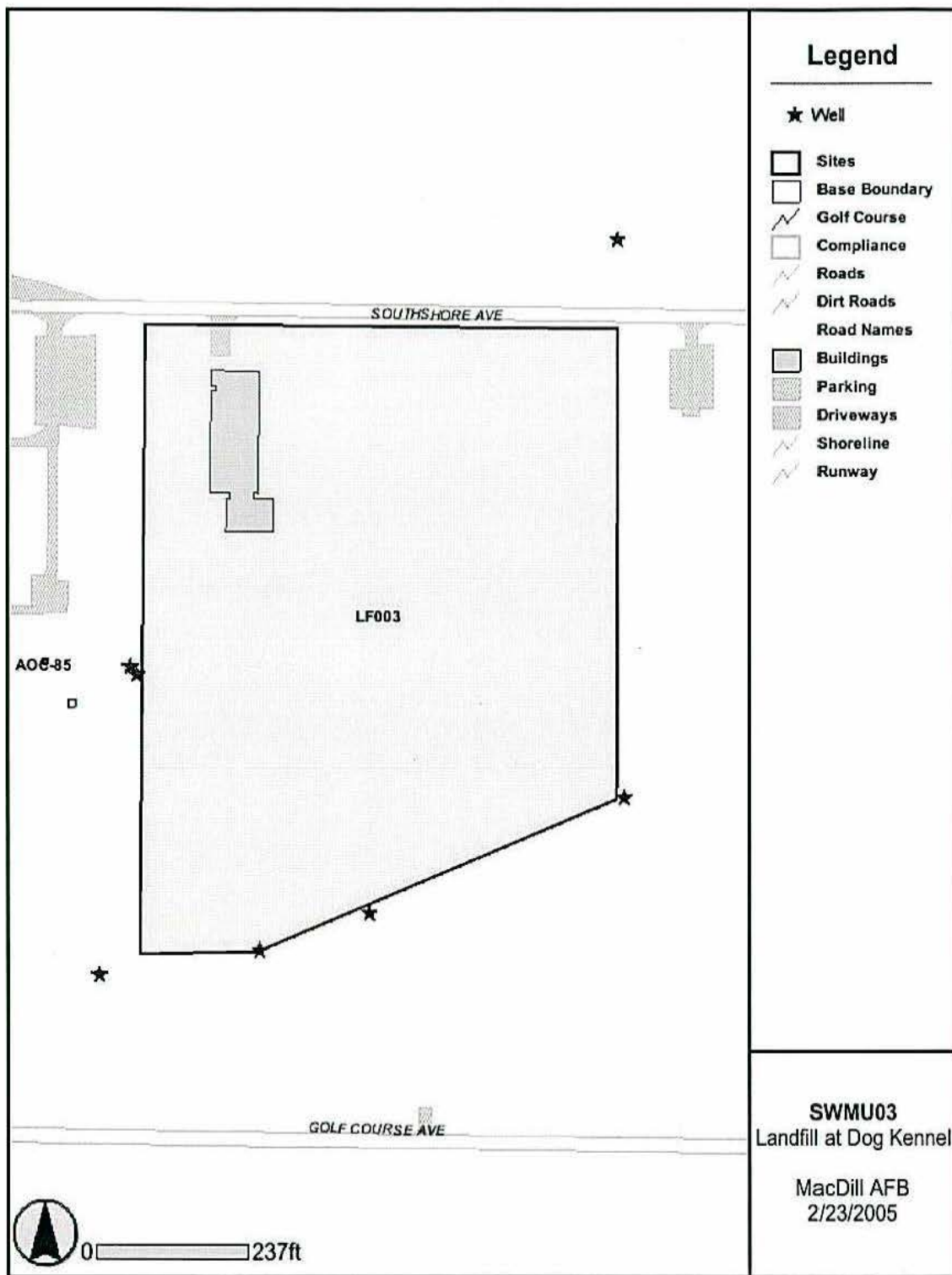
Government Contact

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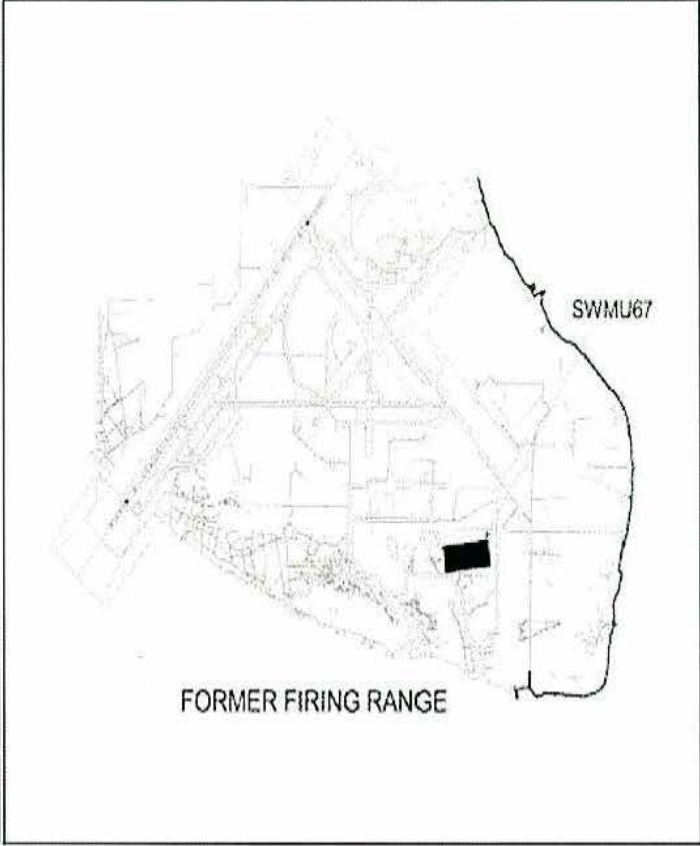
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 Greenville, SC 29615
 POC: Dave Oliphant



Site Summary for SWMU67 (AOC67)
Environmental Restoration Program, MacDill AFB, FL

Site ID:	SWMU67 Acreage:(32.92)	
Site Name:	Former Firing Range	
Air Force ID:	SS067	
Regulatory Program:	RCRA	
Air Force Program:	IRP	
Current Phase:	CMS	
Site Status:	Corrective Measures Study	
Relative Risk:	High	
Site Closure:	12/31/2021 est.	

Primary Contaminants of Potential Concern

Groundwater:	aluminum, iron, manganese, sodium
Soils:	lead, trace metals
Surface water:	None Identified
Sediments:	None Identified
Buildings/structures:	None Identified

Physical Setting

SWMU-67, the Former Firing Range, is located north of the active firing range (Buildings 801 and 1882), south of munitions storage and Golf Course Avenue, and within the boundaries of the area identified as SWMU 4, the Rubble Landfill. The firing range (backstop and firing lines) was observed in the east-central portion of SWMU 4 in the 1945 aerial photograph and during a 1997 site reconnaissance of SWMU 4 by BVSPC. A linear feature that may have been a smaller backstop was identified southeast of the main backstop on the 1945 aerial photograph within an area that currently appears to be a canal inlet. It is possible that this linear feature may have been material excavated during dredging of the canals. Parallel to the backstop and approximately 100 feet into the area of the firing range is a shorter mound of dirt; this area between the mound and the backstop is called the target trench. It is believed that targets were placed here above the height of the mound. On the 1957 aerial

photograph, a ditch extending north-south is located in the west central portion of the site; along the edges of the ditch are piles of sand, which may be a result of the ditch excavation. The 1976 aerial photograph shows linear features present immediately east of the site boundary; this area is currently an irrigation spray field.

Narrative

The former distance rifle range was used between 1941 and 1982. The rifle range had 45 firing positions at approximately 100 yards, 200 yards, 300 yards, and 500 yards. The rifle range had 50 target frames and was used to qualify shooting with rifles. It is reported that the range could have been adapted for use with 0.30 caliber carbine M-1 and 0.30 caliber Garand M-2 ammunition. Confirmatory sampling was conducted at SWMU 67 to determine the presence or absence of contamination that may have been caused by former firing range activities.

Summary of Activities to Date

Started	Completed	Category	Activity or Milestone
8/31/1998	8/31/1998	Document Submittal	Draft CS/RFI WP Addendum Rev 1
4/21/1999	4/21/1999	Document Submittal	RFI/CS Work Plan Addendum Rev. 2
5/11/1999	5/11/1999	Regulatory Correspondence	EPA letter
8/1/1999	9/1/1999	Field Work	Confirmatory Sampling
2/1/2000	2/1/2000	Document Submittal	Confirmatory Sampling Report
2/10/2000	2/10/2000	Document Submittal	CS Report/ Workplan Addendum Rev 1
10/1/2000	10/1/2000	Field Work	Screening-Level Ecological Risk Assessment
5/22/2002	5/22/2002	Document Submittal	RFI Work Plan
5/28/2002	5/31/2002	Field Work	RFI sampling
9/1/2002	9/1/2002	Document Submittal	RFI addendum
1/17/2003	1/17/2003	Document Submittal	RCRA Facility Investigation Confirmatory Sampling Report Addendum Phase 3 Rev. 1
2/20/2003	2/20/2003	Document Submittal	RCRA Facility Investigation Work Plan Addendum Revision 0
6/30/2003	6/30/2003	Document Submittal	RCRA Facility Investigation (RFI) Report - Phase III Rev. 1

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